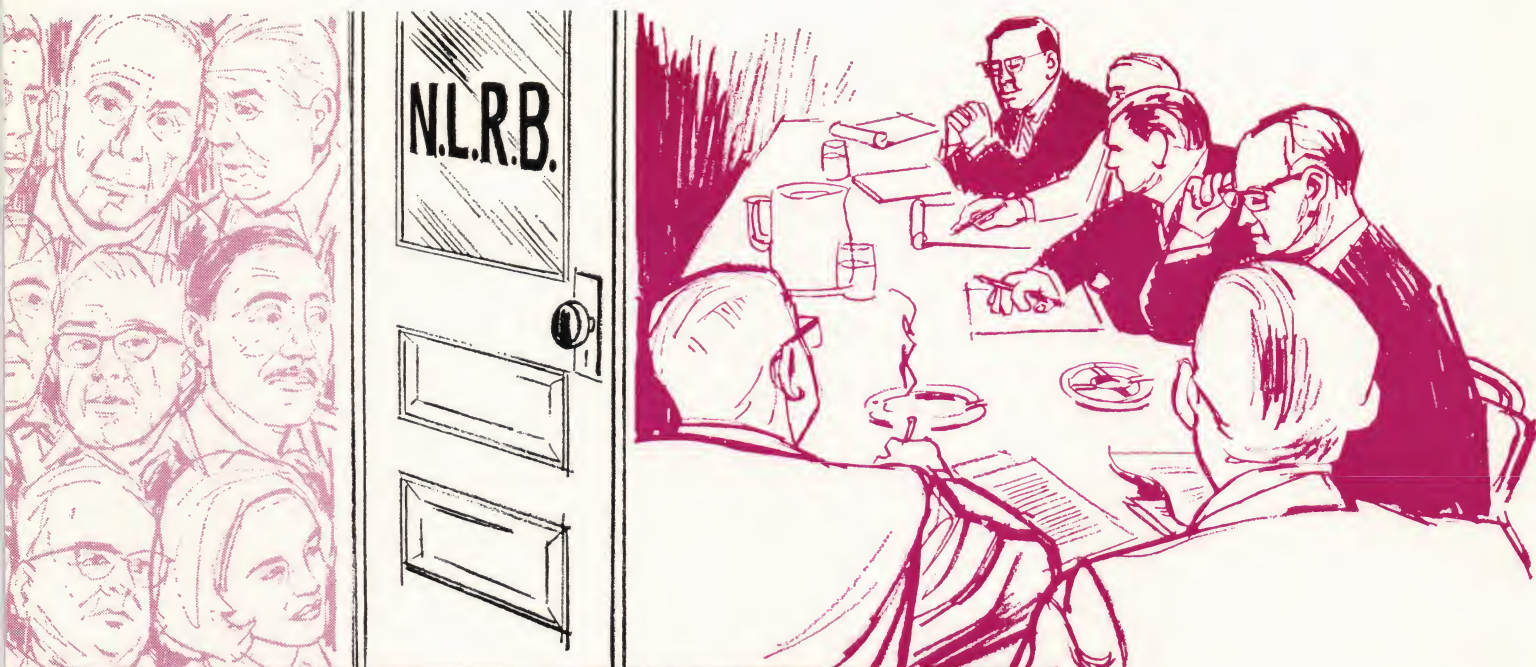


"... You can attach it to the fifth wheel of the tractor ... and keep the unit from jackknifing."—Hoffa





## LABOR'S PLACE IN HISTORY

### *National Labor Policy*

THIS country's national labor policy has traveled a tortuous trail through the years. As it steadily approaches a codified maturity, it attracts increasing resentment from the business community.

True, some of the policies and provisions of the major federal labor relations statutes are not to organized labor's liking; amendments such as the Landrum-Griffin Act have erased basic freedoms. Some good laws have been eroded at times by bad administration in federal agencies and by bad interpretations from the courts.

Frequently we appear to be teetering on the threshold of a door that would lead us back to the past when, for instance, individual judges—who usually had terrible ideas of what constituted economic equity—established labor policy in day-to-day court rulings.

There were no coordinated government statements of labor policy in those days. It took a Great Depression and massive union demonstrations in the 1930's before Congress enacted the National Labor Relations Act. The NLRA accorded workers the status of people; it recognized their right to bargain collectively.

Millions of working men and women have been affected by the NLRA in the intervening years. This is illustrated in the thirtieth annual report of the National Labor Relations Board which administers the Act.

The report shows that in the past three decades, the NLRB had handled more than 200,000 unfair labor practice cases affecting hundreds of thousands of workers. If nothing else proves it, this figure alone reveals how badly workers needed protection in matters involving their wages, hours, and job conditions.

More than 140,000 representation elections were conducted in the same period, permitting more than 19 million workers to decide whether or not they desired unionization. This figure also is awesome. Such ballots generally run between 50 and 60 per cent in favor of union representation.

The continued need for the NLRA is shown in the growth of NLRB statistics through the years. In its 30-year report, the NLRB compared fiscal 1965's total of 15,800 unfair labor practice cases received with the total of 865 for fiscal 1936. Similarly, 7,824 employee elections in fiscal 1965 compared with 31 elections in fiscal 1936. The figures gain each year.

Among the results of unfair labor practice cases processed last year—in which workers were illegally discharged or suffered discrimination under the law — a total of \$2,759,550 in backpay (actually, lost wages) was recovered under NLRB settlements.

In spite of, or perhaps because of this record of activity under the NLRA, labor's enemies are constantly conspiring to destroy or wreck what is left of the good features of the Act. They know that without the sections benefitting wage earners, organized labor would be in a very bad fix.



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# THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume No. 63, No. 6

June, 1966

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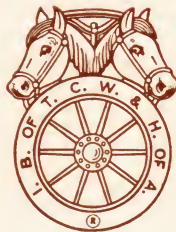
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The International Teamster has an average monthly circulation of 1,506,608 and an estimated readership of 3,800,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

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## From The

## FIELD

### **Teamster is President Of College Students**

Judd Kirk, a member of Teamster Local 309 in Seattle, Wash., recently was elected president of the University of Washington student body.

Kirk, 20 years old, has been a Teamster since his high school days when he worked at the Seattle World's Fair in 1962. Since then, he has been a regular member of the work force at the Seattle Center parking garage and still works there on a part-time basis.

The University of Washington has 27,000 students.

### **Montana Drivers Compile Unusual Numbers Record**

Robert A. Latham, business representative of Teamster Local 45 in Great Falls, Mont., relates an unusual record compiled by members Adam Byers, president of the local union since 1945, and Carl Lehman, bakery drivers.

Between them, Byers and Lehman share:

- 64 years as members in the Teamsters Union.
- 83 years as employees of Eddy Bakery.
- 60 years of accident-free driving.
- A total of 2,000,000 miles of driving.

Byers is a country driver and Lehman a city driver.

### **Local Officer Dies In Airplane Crash**

Mrs. Vera (Dolly) Stapleton, vice president of Teamster Local 767 in Ft. Worth, Tex., died in the crash of a private plane recently in Texas.

Mrs. Stapleton, a charter member of Local 767, was described by D. B. Stevens, secretary-treasurer, as being "one of our staunch members" and a dedicated worker in various organizing campaigns.

### **Local 257 Member Elected Alderman**

John L. Hyde, a member of Teamster Local 257 in Milwaukee, Wis., for 17 years, was elected alderman of the 4th ward in the city of Franklin recently.

It was the first time that Hyde ever ran for public office and he defeated the incumbent alderman.

### **Jensen Retires as S-T Of San Jose Local 296**

Vernon Jensen, long time Teamster, has retired as secretary-treasurer of Teamster Sales Delivery

Drivers-Warehousemen Local 296 in San Jose, California. His successor is Hank de Diego who previously was a business representative for the local. De Diego is succeeded as BA by Ralph Torrisi.

### **Dairy Driver Values Teamster Benefits**

Albert Melchert, a member of Teamster Local 371 in Rock Island, Ill., and milk driver for 40 years, attaches a great value to his Teamsters Union contract.

Melchert recently described a typical day's work in 1926: "We went to the dairy for milk cans and then drove to the farm for raw milk. We cooled, bottled and capped the milk by hand and delivered it. After we got in from deliveries, we had to wash cans and bottles ourselves."

Melchert said he worked from 12 to 14 hours a day then. Milkmen worked seven days a week and had no time off for holidays or vacation. Melchert, who was never sick, said: "I worked for 10 years in a row without a day off."

### **Teamster Wins Rare Deaf-Blind Award**

Leonard C. Dowdy, a member of Teamster Local 552 in Kansas City, Mo., was honored with a rare award recently as one of 8 outstanding deaf-blind persons in the nation to be presented an "Anne Sullivan gold medal" at the celebration of the 100th anniversary of the birth of the teacher of Helen Keller.

Dowdy lost his sight and hearing at the age of 19 months as a result of illness. He underwent special training for the blind as a child and now works as a machine operator assembling parts for truck and trailer lights at Peterson Mfg. Co.

Dowdy is married and both he and his wife are active in community affairs. Last year, he was a representative at the Second International Seminar on the Deaf-Blind in Copenhagen, Denmark.

### **Missouri Officer Dies of Cancer**

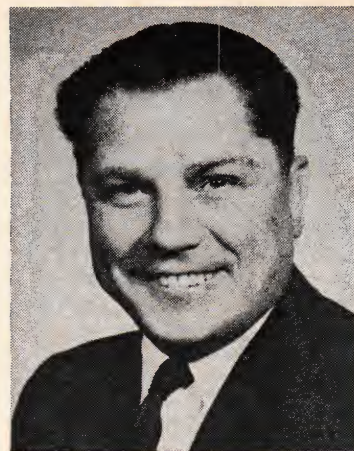
David Jenkins, vice president of Teamster Local 688, died of cancer recently after a long struggle with the malady.

Jenkins was appointed to fill the unexpired term of retiring vice president Ernest Conn in 1962. A year later he was elected to the office.

Previous to that, Jenkins had served as shop steward of the wholesale grocery unit of Local 688 from 1946 until last year. During most of those years he held office as a trustee on the local union's executive board.



## *Message of the General President*



# **Most Important Fringe Benefit**

WE'VE DONE a lot of talking recently on the question of highway safety for the simple reason that no single group in America has a greater stake in making the nation's roads and expressways a safe place to be.

Our members are on the road 24 hours a day in the important business of distributing the country's freight. Because our members accept this important responsibility with diligence, they have become Knights of the Road, and are recognized as the best examples of safe driving. Industry, too, has accepted its responsibility in this regard through the establishment of safety departments and programs designed to protect not only its drivers and equipment but the general public as well.

Now the Congress has become interested in the problem of highway safety; and the Congress should hear from our members, drawing on their vast experience in the business of driving out on the highways and returning safely.

I am sure that each and every member who drives will support the position I have taken before both Houses of the Congress that safety standards should be set by law and enforced by an agency of government. Anything less will be self-defeating.

Senate Bill S. 3005 and H.R. 13228 are the highway safety measures currently under consideration. I want to take this opportunity to urge each and every one of our members to write their Senators and Congressmen urging passage of a measure which spells out standards and makes them enforceable by law.

Over the years our members have fought bitter battles to obtain their present level of

wages and benefits. They have walked picket lines; they have endured great sacrifice along with their families in disputes with anti-union employers; they have fought the battle and they have won.

Yet, one of the greatest fringe benefits of all has not yet been won. We have won enforceable safety standards for our members whose most important tool is a highway or an expressway; however, there is much more left to do in this area. We believe that strong legislation can go a long way in completing the task of making highways and streets a safer place for our professional drivers and all other highway users.

Ironically, this fringe benefit can be won without a picket line, without great sacrifice. It can be won by the simple process of sitting down and writing a letter to your Congressmen and Senators.

The highest paid truck driver in the nation, with the best of fringe benefits and working conditions, really has nothing if he must ply his trade on highways where death lurks at every turn.

Urge Congress to act meaningfully now. Let's win the most important fringe benefit of all—safe highways.

*James R. Hoffa*



## STATE OF THE UNION

### Canadian Victory

## 8,500 Members Improve Contract After 15-Week Strike in Ontario

Over-the-road and city cartage drivers and dockmen in the province of Ontario, Canada, ended a 15-week strike of some 50 trucking companies last month after scoring big gains in wages and benefits while improving their work week in the settlement.

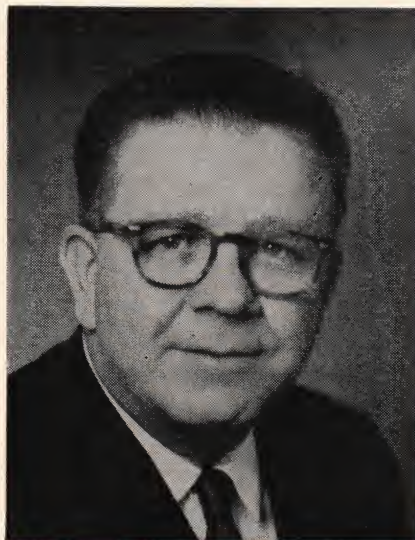
International Vice President Frank E. Fitzsimmons with Roy Taggart, chairman of the negotiating committee, headed the negotiations and was assisted by General President James R. Hoffa in the final sessions. They were aided by Casey Dodds, coordinator of Canadian divisions of the International Brotherhood of Teamsters.

Some 8,500 members of five Teamster locals went on strike last January 20. They walked out when negotiations broke down on a renewal of the agreement that expired last September 30.

Included in the settlement of the new contract—which extends to September 30, 1968—was \$165 per man in retroactive pay.

A big bone of contention, hours of

work, was solved with a new work schedule providing for a 44-hour week effective last April 30, then 42 hours



Frank Fitzsimmons

starting next January 1, and 40 hours beginning January 1, 1968.

Overtime definitions were changed also. Overtime formerly was paid after 10 hours a day or 48 hours a week. Under the new contract, overtime will be paid after 8 hours a day or 40 hours a week beginning January 1, 1968.

Wage increases for city drivers and dockmen totaled 70 cents an hour over the life of the agreement.

A 25-cent increase went into effect last April 30. Another 20 cents goes into the paycheck beginning January 1, 1967, and 15 cents more on January 1, 1968. A final 10-cent increase takes effect May 1, 1968.

Equalization rates ranging between 70 and 73 cents an hour were drawn up for local drivers and dockmen working in three different zones.

Generally, the wage gains brought city drivers from \$2 an hour up to \$2.70. For employees other than drivers and dockmen, wage increases were upped to \$3.20 an hour for



skilled workers and \$2.75 for unskilled workers by the end of the contract.

Mileage increases brought over-the-road drivers increases in steps of 0.6 cents beginning last April 30, another 0.4 cents next January 1, and 0.3 cents additionally on January 1, 1968, and also May 1, 1968—for a total mileage increase of 1.6 cents per mile regardless of axle class.

The mileage gains will bring drivers of 2, 3, and 4 axle equipment to 8.6 cents a mile by the end of the contract; drivers of 5 and 6 axle vehicles will go to 8.8 cents, and drivers of 7 or more axles will go to 9 cents a mile by the end of the agreement.

Health and welfare payments were increased \$4 per employee, bringing the employer contribution to \$16 a month.

There was no change in the employers' contribution of \$5 per month per employee into the Teamster pension plan, but the companies agreed to pay \$176 annually per employee

into the new Canadian government pension program.

The vacation schedule was improved to provide 2 weeks of paid vacation after 1 year; 3 weeks after 10 years, and 4 weeks after 25 years after January 1, 1968.

An additional holiday was gained, bringing the total to 9. Employees get double time if required to work on a holiday.

Formerly, employees who suffered a death in their immediate family were allowed time off without pay. A new bereavement clause provides for 3 days off with pay.

The membership overwhelmingly ratified the final settlement and included men from Teamster Locals 91 in Kingston, 141 in London, 879 in Hamilton, 880 in Windsor, and 938 in Toronto.

Teamsters from three other local unions also were affected by the strike and a few were idled from Locals 106 in Montreal, 299 in Detroit, and 375 in Buffalo, N. Y.

The sweeping court order was the result of an injunction petition filed by Albert J. Hoban, regional director for the NLRB, under Section 10(j) of the Act which permits the Board to seek "appropriate temporary relief" once a complaint to the Board has been made.

#### Unfair Practices

In this case, Teamster Local 536 charged the company with unfair labor practices in violation of Sections 8(a)(1) and (5) of the Act.

Connecticut Foundry's workers voted for representation by Teamster Local 536 in an NLRB election, Sept. 24, 1965. The vote was 102 to 71.

Objections by the company delayed the final election result and the union was not certified until Jan. 1, 1966. As Flynn explained it:

"Now the employer is refusing to bargain with the union in order to get the U.S. Court of Appeals to review the Board's decision in the representation case."

#### Order to Bargain

But the NLRB stepped in with its petition to order the company to bargain with the union.

Flynn credited Henry Dauphinais and Harold Flenke, secretary-treasurer and business agent respectively of Local 536, with achieving "this milestone."

Also receiving credit in helping to organize Connecticut Foundry was W. Fleming Campbell, Eastern Conference representative.

## Rare Move

# NLRB Gets Injunction On Behalf of Teamsters

In a rare move, the National Labor Relations Board has gone to court to get an injunction ordering the Connecticut Foundry Co., to bargain with Teamster Local 536 of Hartford, Conn., certified bargaining representative for the company's 200 production and maintenance workers.

International Vice President Thomas E. Flynn, director of the Eastern Conference of Teamsters, hailed the temporary injunction granted by U.S. District Judge M. Joseph Blumenfeld as a "great victory."

Connecticut Foundry was ordered by the district court to meet and bargain collectively in good faith with Teamster Local 536 representatives "not later than June 10, 1966."

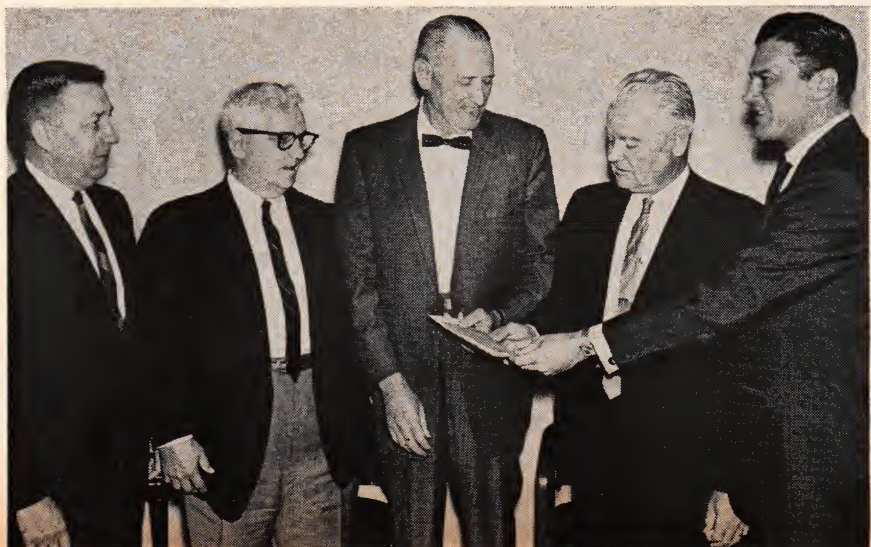
The firm also was directed to furnish the Teamster local union with data concerning wages, hours, and working conditions relating to all the foundry's "production and maintenance employees, including plant clerical employees, employed at respondent's plant at Rocky Hill, Conn."

Finally, Connecticut Foundry was enjoined from interfering with, re-

straining, or coercing employees in the exercise of their rights to self-organization as members of the Hartford-based Teamster local union.

## First Retiree

Ed Bowers (center), a member of Teamster Local 639 in Washington, D.C., is the first member to retire under the local's pension plan which provides \$250 a month for five years and \$110 a month from then on. Taking part in the ceremony in which Bowers received his first check were (left to right): Robert Maier, Local 639 business agent; Al Dietrick, General Organizer; Bowers; Luther P. McCoy, Local 639 secretary-treasurer, and Al Bell, administrator of Local 639's pension trust fund. Bowers was a circulation route man for the Washington Evening Star newspaper for 30 years.





**New York Case**

# Court Clears Union Role In Pension Fund as 'Employer'

The Second Circuit Court of Appeals recently reversed a district court's judgment that participation by Teamster Local 807 of New York City as an employer in a pension fund violates Section 302 of the Taft-Hartley Act.

In so ruling, the Appeals Court said in a brief statement that it agreed with the reasoning in precedents set in cases on this point decided in other appellate courts. It mentioned particularly *Teamster Local 688 v. Townsend* and *Kroger Co. v. Blassie* in the Eighth Circuit Court of Appeals.

The Second Circuit Court of Appeals decision came in a case in which United States Trucking Corp., had sought a declaratory judgment against Teamster Local 807.

The trucking firm contended that the Teamster local union was violating Section 302 by participating in a trust agreement as an employer. The district court, holding that it was a violation, enjoined Local 807 from contributing to the fund as an employer

on behalf of its officers and employees.

Local 807, which had made contributions to the fund since 1950 on behalf of its employees, appealed the case. Trucking company employers have contributed to the same fund under bargaining agreements entered into by the union.

Section 302(c)(5), the Second Circuit Court of Appeals noted, allows payments to a trust fund if the fund is for the sole and exclusive benefit of the employees of the employer bargaining with the union, and of the "employees of other employers making similar payments." The court added:

"The sole issue, therefore, is whether a union can qualify as an 'other employer.' The district court held it could not on the ground that if a union is permitted to be the collective bargaining representative of some of the employees covered by a pension fund and also an employer contributing to the fund on behalf of other employees, it might be placed in 'a possible conflict of interest with the employees it represents.'"

The decisions in the other circuits, the Appeals Court pointed out, were that "other employers" includes a union in these circumstances. "Any conflict of interest here is so remote and unlikely that it cannot outweigh the clear legislative intent."

## ● Dairy Contract

A new welfare plan, an updated pension program, and pay increases were the prominent features in a new contract reached recently between Teamster Local 783 and 10 major dairies in the Louisville, Ky., area.

Howard L. Haynes, secretary-treasurer of Local 783, said the contract covering some 750 workers calls for pay increases of 30 cents an hour over the 3-year period for hourly-rated employees.

Retail drivers gained monthly increases of \$25 to \$70, depending on the size of their routes, while wholesale drivers gained wages of \$3.75 an hour instead of commissions.

## ● Johns-Manville

Some 400 workers at the newly-organized Johns-Manville Waterville plants recently ratified overwhelmingly a 3-year contract negotiated by Teamster Local 20 of Toledo and guaranteeing a 44.4-cent package.

The agreement was gained after 13 weeks of negotiations and a 20-day strike. Major provisions include a wage gain of 21 cents, shift differential increases, improved hospitalization and health and welfare language, another paid holiday, and a better vacation schedule.

## ● Van Drivers

Members of Teamster Van and Storage Drivers Local 389, Los Angeles, Calif., have approved a three-year contract which boosts wages as well as health, welfare, dental and pension benefits. All improvements are retroactive to April 1st. Local 389 members are employed in the specialized work of packing and crating export shipments.

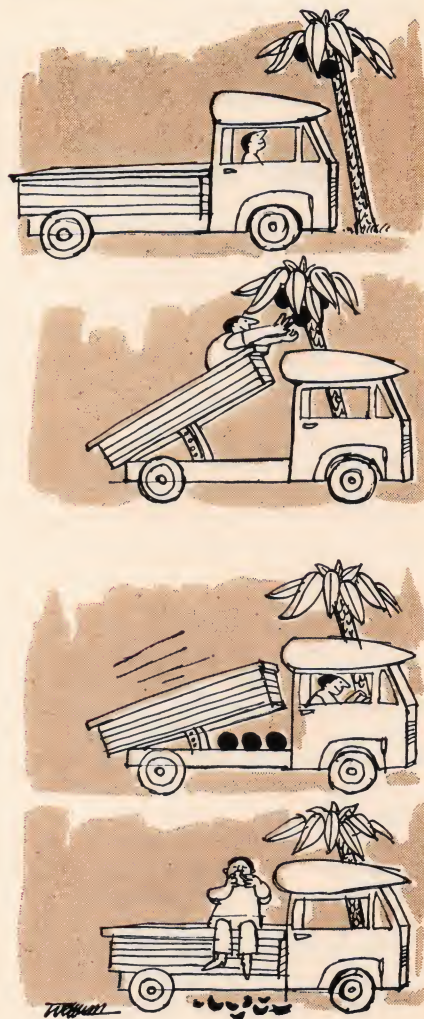
## ATTENTION Convention Delegates

The only car rental agencies in Miami Beach, Florida, which are under contract with the Teamsters are Hertz, Avis and Olins. Delegates who plan to rent automobiles while attending the convention are urged by General President James R. Hoffa to deal only with union companies.

Delegates also are advised that the Teamster convention office will make arrangements in advance for car rentals if those wishing such rentals will supply that office with the name of the airline on which they will arrive, the flight number, the arrival date, and the type of auto desired.

Address auto rental correspondence to:

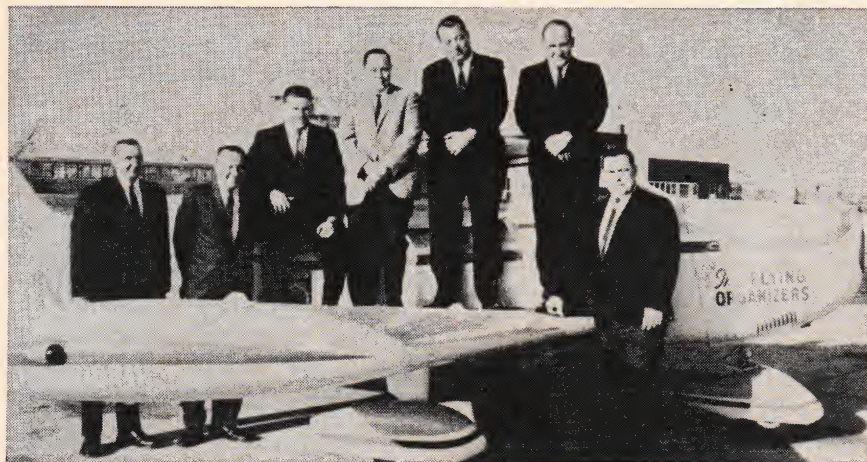
Teamster Convention Office, Imperial 4, Fontainebleau Hotel, Miami Beach, Florida.





## Over Iowa

# Teamster 'Flying Organizers' Increase Mobility with Plane



"The Flying Organizers" is both the name of the plane and the growing fame enjoyed by the members of the executive board of Teamster Local 147 shown here with their aircraft that permits them to serve members in a matter of minutes and to organize the unorganized over-the-road and city cartage drivers in Iowa. The flying Teamsters are: Charles J. Kirschbaum, secretary-treasurer; Lee Ogren, president; Vernon N. Bennett, vice president; Ted H. Pike, recording secretary, and Trustees Donald E. Bruce, Orville A. Headley, and Jack S. Moore.

ONE of the most unique organizing tools employed among the hundreds of Teamsters Union affiliates is a Piper Cub airplane owned and utilized by Teamster Local 147 which covers Iowa from its headquarters in Des Moines.

Credited with getting the 3,000-member local union into aviation is Charles J. Kirschbaum, secretary-treasurer of Local 147 which is composed mostly of over-the-road and city cartage drivers.

Kirschbaum got the idea of flying across the state last summer in the belief that it would save the local union's organizers "a lot of time and money"—which it has. He said:

"We can make three meetings a day and it costs less than if we drove because we don't have overnight hotel expenses."

Kirschbaum talked the idea over with the membership and the plan was voted in. A plane was purchased for \$20,000 and the price included instruction for all seven board members. Kirschbaum is the chief pilot. Three other members of the board already have their pilot's license and the remaining three are taking their training.

The membership of Local 147 keeps increasing, so with the plane—which was immediately named "The Flying Organizers"—the local union's business agents not only can increase their organizing ability but can serve

their members more quickly on a state-wide basis.

The business agents can fly anywhere at 150 miles an hour which is approximately the radius in which most of the membership is located. The aircraft takes 14 gallons of gas per hour. Since driving by auto would take about 3 hours, the gain in time is well worth the expense of plane fuel. Nearly every community of any size in Iowa has an airport.

Neither Kirschbaum or any other members of the Local 147 board had ever piloted a plane before. Both he and Lee Ogren, president of the local union, were drivers for Rock Island Motor Transit Co., in Des Moines for 19 years before becoming business agents.

Once all the board members have their pilot permits, plans are for them to take further training so they can get instrument flight ratings and fly in any kind of weather.

"The Flying Organizers" Piper Cub has been a tremendous attention-getter when it comes to approaching unorganized groups, according to Kirschbaum, and has helped the local union to gain members among workers impressed with the quick service the plane obviously promises.

Kirschbaum said the plane, besides being used for organizing and servicing the membership, is also utilized for Central States meetings, permitting Local 147 representatives to save travel time and promote convenience.

## Retiree Expresses Gratitude

(Editor's Note: The following letter was recently received in the office of General President James R. Hoffa.)

Dear Sir:

Words cannot express how thankful I am to be a Teamster for so many years under men like you all, and especially Jimmy Hoffa.

I feel good since Robert Kennedy has gotten off Jimmy's back. No man could do more than Hoffa has for the little guy like me. God must have answered my prayers for him.

I never could see how he stood the pressure they put on him. No man, only he, could have stood it.

Years ago when I started as a Teamster, I never thought someday I could retire under such a nice pension. I may be retired, but I will never give up my love for my union and its officers. I pray the Lord will keep us climbing up that ladder as we have, then stay on top as we are as the strongest and best union in the world.

Thanks to all for the Teamsters Union and all that it stands for.

/s/ Forever a Teamster  
and a Hoffa man,  
Albert H. Marsh  
Akron, Ohio



## Local 200

# Milwaukee 'Parade of Hard Hats' Participated in by Teamsters

Some 75 members of Teamster Local 200 took part in a "Parade of the Hard Hats" as "Construction Week in New Milwaukee" was celebrated during the first week of May.

The Teamsters drove a wide variety of construction equipment as the Wisconsin city drew attention to the tremendous building boom enjoyed in the Milwaukee area in the past few years.

All building trade unions in Milwaukee took part in the event and Local 200 members drove a wide variety of vehicles including 9 concrete mixers, 6 hydraulic truck cranes, 2 motor scrapers, 2 road graders, 15 dumping and hauling trucks, 8 lobos, 5 backhoes, 12 tractors, and a couple of antique trucks.

There also were nearly a dozen floats and a score of other assorted mobile units accompanied by 4,000

workmen and 17 marching bands.

Milwaukee citizens were also treated to the sight of a 5,200 pound wrecking ball and a 40-ton, 95-foot precast concrete T-bar.

The estimated total weight of all the equipment in the parade was nearly 2 million pounds with a value of about a \$1 a pound. If it had wheels, members of Teamster Local 200 drove it.

## • Freuhauf Vote

A large majority of employees at Freuhauf Trailer Div., of the Freuhauf Corp., in Wallingford, Conn., voted recently for representation by Teamster Local 443 in a National Labor Relations Board election.

John Sansone, Local 443 business agent, said 20 mechanics and helpers, welders, painters, drivers, and a

working foreman were eligible to ballot in the election at the plant which repairs trailers and trucks.

## • Freight Vote

Four drivers, helpers, and loaders employer by H. W. Taynton Co., Inc., of Greencastle, Pa., voted 3-to-1 for representation by Teamster Local 992 in a recent National Labor Relations Board election, according to E. W. Butler, secretary-treasurer of the local union.

## • Chicago Vote

Warehousemen and packers at Riekes & Sons of Chicago, Ill., distributors of glass products, voted unanimously for representation by Teamster Local 743 in a recent National Labor Relations Board election.

## • Office Workers

Office workers at Globemaster-Chicago, Inc., tool warehouse and distributor in Chicago, Ill., voted for representation by Teamster Local 743 in a recent National Labor Relations Board election.

This historic dump truck was driven in Milwaukee's construction parade by Robert Lay, a member of Local 200. The 1923 vehicle was still in operating condition, but

Charles Scott, Local 200 business representative, was ready to lend a hand if needed.





## Corrie Corp. Ordered To Bargain

The National Labor Relations Board in a recent ruling affirming the findings of the trial examiner held that Corrie Corp., of Charleston, W. Va., violated the Act by refusing to recognize and bargain with Teamster Local 175 of Charleston, the majority representative.

The Board said the company was also guilty of unlawfully interrogating employees about their union activity, and discharging Carl Neal, Robert Pennington, and Anthony Matthews because they signed union authorization cards.

Evidence in connection with the refusal to bargain charge established that the union had obtained authorization cards from three of the five employees in the unit. Subsequently, Local 175 requested recognition. The employer denied recognition, claiming that the union did not represent a majority because the three employees who had signed the authorization cards had been discharged.

Finding the refusal unlawful, the Board adopted the examiner's following language:

"It is well established that the validity of an employer's refusal to bargain must be determined upon the basis of the reason or reasons asserted by the company at the time it refused to bargain and in the light of its entire course of conduct.

"... Corrie's own testimony discloses that his only reason for refusing to bargain with the union was the fact that employees Neal, Matthews, and Pennington had been discharged that morning. However, it has been found that the company knew, when it discharged the men, that they had authorized the union to represent them and that it discharged them because of their union activity and in order to destroy the union's majority.

"It follows, therefore, that the men remained employees of the company as a matter of law and that, as I find, the union represented a majority of the employees in an appropriate bargaining unit when it requested recognition and bargaining."

Corrie was ordered to cease the unlawful conduct, reinstate the fired men with backpay and interest, and bargain with the union upon request.

## In Local 43

# Wisconsin Teamster Cited For Saving Another Driver

Robert Tilidetzke, a long-time member of Teamster Local 43 in Racine, Wis., was awarded the Racine county annual safety award recently for his heroism in rescuing another truck driver from a fiery crash.

The act of heroism occurred on the Ohio Turnpike near Bryan, Ohio, a year ago.

Tilidetzke and William Alberth, also of Racine, were driving Case Co., fleet trucks toward Rockford, Ill., when a house trailer went out of control, veered across the road and struck Alberth's rig. Both vehicles burst into flame.

A fruit truck following Alberth was unable to stop and smashed into Alberth's rear, further compounding the wreckage.

Tilidetzke, who was following the fruit truck, stopped and rushed into the flaming cab to pull out Alberth who was helpless and in a state of shock. Alberth was hospitalized with a broken leg and head injuries and later recovered.

The driver of the vehicle pulling the house trailer was killed.

## ● Anaconda Vote

Nearly 100 employees of the Anaconda Wire & Cable Co., of Harrisonville, Mo., voted for representation by Teamster Local 52 of Kansas City, Mo., in a recent National Labor Relations Board election.

F. D. McGuyre, president of Local 552, said the Anaconda plant has been in operation 15 months and company officials vigorously opposed the union.

## ● Mid-American

Warehousemen and order packers at Mid-American Spec. Distributors in Chicago, Ill., voted for representation by Teamster Local 743 recently in a National Labor Relations Board election, according to Robert Simpson, the local union's organizing director. He said the ballot count was 12 to 2 in favor of Local 743.



Teamster Robert Tilidetzke (left), is shown receiving a safety award from Racine County Safety Council official Harold Konnak. Tilidetzke was cited for saving the life of a brother Teamster involved in a fiery crash on the Ohio Turnpike.



**Fund Manager****NY Teamster Brewery Officer  
Named to Blue Cross Board**

John Hoh, president of Teamster Brewery Workers Local 3 and co-chairman of the Teamster Joint Council 16 Labor and Management Hospitalization Fund, was elected recent-



John Hoh

ly to the board of directors of Greater New York's Blue Cross.

Hoh was one of two new members elected to the board of what is officially known as the Associated Hospital Service of New York. There are 14 members on the board.

Hoh has been in the labor movement for 30 years. Vice president of Joint Council 16 since 1958, Hoh manages the health trust funds for 13 local unions representing some 42,000 members.

He is a member of the board of the Hospital Review and Planning Council of Southern New York, and also is a member of the American Red Cross labor advisory committee for Greater New York.

**● Walla Walla Win**

A 5-day strike by members of Teamster Local 556 was necessary before the Rogers Canning Co., with

three plants in the Walla Walla, Wash., area decided to come to terms on a 3-year agreement that had been under negotiation for more than a year.

Walter Zemeck, secretary-treasurer of Local 556, said pay increases were gained retroactive to April 1, 1965, for Teamsters who total around 750 at season's peak in the canning plants.

The agreement also improved health and welfare, pension, and vacation provisions, generally bringing the Rogers canneries more closely into line with industry area standards.

**South Carolina  
Officer Dies  
Of Coronary**

Joe Dean Wood, secretary-treasurer of Teamster Local 509 in Columbia, S.C., died of a heart attack in early May while visiting relatives in Florida. He also was a member of the executive board of Teamster Joint Council 9 for the Carolinas.

**● Alabama Vote**

Drivers, warehousemen and janitors at Owens-Corning Fiberglass Corp., in Birmingham, Ala., voted overwhelmingly for Teamster representation in a recent National Labor Relations Board election.

E. W. Barnett, vice president of Teamster Local 612, said there were 10 employees eligible to vote and the



"And what's more, they say if we don't give in they are going to the Teamsters Union."

ballot count was 6 to 1 for the Teamsters.

**● N. D. Ballot**

Some 88 production workers at Husky-Dominion Briquets of Dickinson, N.D., makers of charcoal briquets, voted for Teamster representation in a recent National Labor Relations Board election.

Dale Robberstad, Local 123 business representative, said the ballot count was 2-to-1 in favor of the union.

**● Jersey Ballot**

Nearly 100 employees of Pulverizing Machinery Co., Division of Slick Airways, voted for representation by Teamster Local 418 of Garfield, N.J., in a recent election. Alfred Pascarella, Local 418 secretary-treasurer, said the ballot count was 63 to 32.

**IBT Union Label  
On Bread in Tennessee**

Teamster Local 549 of Kingsport, Tenn., has negotiated a union label agreement with Hecht's Bakery, Inc., makers of Purity bread products, according to Maxwell King, secretary-treasurer of the local union.

Purity Baking Co., purchased the 60-year-old Hecht company in 1964. In the fall of 1965, employees of Hecht voted for representation by Teamster Local 549.

As a result of the union label agreement, all the bread products made by Hecht carry the IBT stamp and are sold in and around Bristol, Tenn., and Roanoke, Va.

Purity products also are sold in West Virginia, Kentucky, and Ohio.



## Response to Right-Wingers

### California Local Participates In Fund Drive for Pepperdine

Teamster Local 431 of Fresno, Calif., is one of five greatly differing local unions in the San Joaquin Valley that have decided to come to the aid of Pepperdine College which recently thumbed down a \$1 million grant rather than issue an honorary degree to a conservative commentator.

The local unions, all from the Fresno area, have joined together to form RAMP—"Raise a Million for Pepperdine"—a fund to take up the slack in the college's finances.

Pepperdine, a private, co-educational liberal arts college located in Los Angeles, refused recently to accept money that was contingent upon the granting of an honorary degree to Dan Smoot, widely known right-wing propagandist.

The will of the late D. B. Lewis, multi-millionaire dog food manufacturer, bequeathed \$1 million to Pepperdine if the college would honor Smoot.

But the college said in effect that "no" its degrees were not for sale to the executors of Lewis' estate. A Pepperdine spokesman phrased it this way: "The academic process precludes awarding a degree based on the contingency of a gift."

Aside from the academic principle involved, Pepperdine's refusal was additionally noteworthy because of the fact that the college is in the midst of a \$5 million building program to improve its campus.

The turning down of a \$1 million gift thus left quite a gap in the budget and it was for this reason that leaders from the Teamsters, Chemical Workers, Winery Workers, Butchers, and

Firefighters began mulling over the idea of a fund to help the college. As one of the union officials put it: "Any college or university which has the guts to turn down \$1 million for a principle deserves support."

#### Kickoff Dinner

Bearing the standard on behalf of Teamster Local 431 at a mid-May meeting to form RAMP was Ray Schutt, president, who was among some 35 interested people from all walks of life. Not only did they form RAMP but they planned to hold an initial kickoff dinner during the first week in June to launch the campaign.

Scheduled to speak at the dinner was Dr. M. Norvel Young, president of Pepperdine. California Gov. Pat Brown also was invited but it was not known as *The International Teamster*

went to press whether he would be able to attend.

Pepperdine College was founded by George Pepperdine, founder of the Western Auto Stores, in 1937. Since then it has grown slowly to where it now has nearly 1,300 students studying on its campus.

#### Community Service

Teamster Schutt said it was the hopes of the original group of unions helping to promote RAMP that other unions and community service organizations would join in the effort with their own campaigns.

For the moment, the only drive is the one in Fresno and, Schutt said, contributions may be sent to: "Raise a Million for Pepperdine, Postoffice Box 2093, Fresno, Calif."

#### Counterpart

The Pepperdine honorary degree for Smoot was not the only bequeathal of dog-food manufacturer Lewis in this area. He also provided a \$1.5-million grant to found "The Defenders of American Liberty" which the will stipulated "shall be the counterpart of the American Civil Liberties Union."

## Brewery Safety



Alfred P. Dunne (center), president of Teamster Local 46 in Brooklyn, N.Y., played a prominent role in the recent U.S. Brewers Assn., annual safety conference held in Chicago. Dunne is shown with Henry B. King (left), president of the Brewers Assn., and W. Michael Aicher, vice president of the organization.

### Correction

Hourly-paid workers of the Washtenaw County Road Commission in Michigan voted for representation by Teamster Local 247 headquartered in Detroit, not Local 237 as reported in the May issue of *The International Teamster*.



**All Regions Gain**

# Intercity Truck Tonnage Up 9.5 Per Cent in 1965

Tonnage of intercity freight transported by truck during 1965 was up 9.5 per cent compared with the 1964 tonnage and increased 19.3 per cent over the 1963 level.

The American Trucking Assns., Inc., reported that 2,440 Class I and Class II intercity common and contract motor carriers of property transported 502,698,601 tons of intercity freight last year compared with 459,218,136 tons in 1964.

The tonnage gains were reported in all of the nine geographical regions.

Carriers domiciled in the Southern region reflected the greatest increase of 14.2 per cent. Those in the Central region showed a gain of 11.2 per cent. Other high gainers were the Southwestern and Middle Atlantic operators, both with 10.2 per cent over 1964.

Following is regional breakdown of intercity truck tonnage hauled in 1965:

**Southern**—351 carriers hauled 63,977,743 tons for a gain of 14.2 per cent over 1964.

**Central**—548 carriers hauled 134,848,552 tons for a gain of 11.2 per cent.

**Middle Atlantic** — 599 carriers hauled 114,912,180 tons for a gain of 10.2 per cent.

**Southwestern**—166 carriers hauled 44,880,381 tons for a gain of 10.2 per cent.

**Northwestern**—104 carriers hauled 28,659,925 tons for a gain of 9.4 per cent.

**New England**—180 carriers hauled 19,062,779 tons for a gain of 5.8 per cent.

**Rocky Mountain** — 74 carriers hauled 17,291,501 tons for a gain of 5.5 per cent.

**Pacific**—251 carriers hauled 49,208,852 tons for a gain of 3.7 per cent.

**Mid-Western**—167 carriers hauled 29,856,688 tons for a gain of 3.3 per cent.

Of the more than 502 million tons hauled by the 2,440 carriers, some 455,338,224 tons of it—or 90.6 per cent—was by common carrier, an increase of two-tenths of a per cent over 1964.

**Leads Commodity Gains**

## Car Hauling by Motor Carrier Increases 24 Per Cent in '65

Intercity car hauling by motor carriers increased 24.3 per cent in tonnage last year, reflecting a general gain in automobile sales.

American Trucking Assns., Inc., said the total car hauling tonnage by 52 carriers in 1965 was 20,263,693—up from the total tonnage of 16,305,685 in 1964.

Both common and contract carriers increased about the same amount percentage-wise.

There are no figures available at this time to draw a comparison between car hauling by motor carriers and by railroads. The Interstate Commerce Commission began collecting figures this year for the first time on

piggyback hauling of cars. ICC officials said the 1965 totals were not yet completed.

General freight hauling continued to dominate the ATA tonnage statistics on commodity classes.

Of the total 2,440 Class I and Class II motor freight carriers, some 1,083 of them were engaged in general freight hauling. Their tonnage in 1965 totaled 210,052,925—an increase of 9.3 per cent over 1964 and a total of more than 41 per cent of last year's total tonnage hauled by motor carriers.

Following is the commodity breakdown of tonnage hauled by intercity motor carriers in 1965:

**Motor vehicles**—52 carriers hauled 20,263,693 tons for a gain of 24.3 per cent over 1964.

**Liquid petroleum** — 181 carriers hauled 117,852,619 tons for a gain of 11 per cent.

**Building materials** — 89 carriers hauled 19,148,599 tons for a gain of 10.3 per cent.

**Household goods** — 94 carriers hauled 2,504,112 tons for a gain of 9.9 per cent.

**General freight** — 1,083 carriers hauled 210,052,925 tons for a gain of 9.3 per cent.

## Teamster's Son Signs Pro Grid Contract

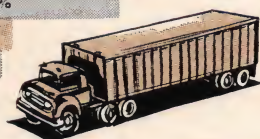
Tom Cohen, son of former International Union Trustee Ray Cohen, has inked a contract to play football with the Atlantic City Senators, of the Atlantic Coast Football League.

Young Cohen was a star back-field performer with the Atlantic City High School team and played his collegiate ball at the University of Maryland where he was a half-back.

The signing of the contract is a highlight in the career of the young athlete who was also a dash man on his high school track team.

### Truck Tonnage Up

NATIONWIDE	502,698,601 Tons	Up 9.5%
SOUTHERN	351 Carriers, 63,977,743 Tons	Up 14.2%
CENTRAL	548 Carriers, 135,848,552 Tons	Up 11.2%
MIDDLE ATLANTIC	599 Carriers, 114,912,180 Tons	Up 10.2%
SOUTHWESTERN	166 Carriers, 44,880,381 Tons	Up 10.2%
NORTHWESTERN	104 Carriers, 28,659,925 Tons	Up 9.4%
NEW ENGLAND	180 Carriers, 19,062,779 Tons	Up 5.8%
ROCKY MOUNTAIN	74 Carriers, 17,291,501 Tons	Up 5.5%
PACIFIC	251 Carriers, 49,208,852 Tons	Up 3.7%
MID-WESTERN	167 Carriers, 29,856,688 Tons	Up 3.3%





Refrigerated liquids—11 carriers hauled 985,441 tons for a gain of 9.3 per cent.

Refrigerated solids — 77 carriers hauled 6,646,901 tons for a gain of 3.1 per cent.

Agricultural commodities—63 car-

riers hauled 8,042,128 tons for a gain of 1.3 per cent.

Heavy machinery — 43 carriers hauled 3,657,045 tons for a gain of 0.7 per cent.

All other intercity classes—747 carriers hauled 113,545,138 tons for a gain of 7.1 per cent.

Co., in Anchorage, Alaska, according to Jesse L. Carr, secretary-treasurer of Teamster Local 959.

Hourly pay increases included 20 cents retroactive to last October and an additional 15 cents due next Oct. 1. On the same Oct. 1 date in 1967 there will be another 17.5-cent hike, and a final 10-cent gain on Oct. 1, 1968.

Carr said increases were won also in health and welfare benefits, sick leave, holiday, and vacation language.

### 3.7 Unemployment

## Jobless Figures Show Economy Hasn't Solved Problem Areas

Although the overall unemployment rate continues to be steady, and even shows a slight decline to 3.7 per cent, April jobless figures show that teenagers, Negroes and the long term unemployed still have high jobless rates.

The monthly unemployment figures issued by the Department of Labor reveal that the teenage unemployment rate is triple the national average and has remained between 11 and 12 per cent during the first four months of 1966. It was at 12 per cent in April.

Unemployment among non-white workers totaled 550,000, a 7 per cent rate and double that of white workers.

Long term unemployment showed almost no change between March and April. The figure stayed at 800,000 unemployed for 15 weeks or more.

#### More Soldiers

There was a significant long-range improvement in the unemployment rate of married men. For the fifth consecutive month it was below 2 per cent. The April figure was 1.8 per cent. Part of the improvement could be laid to an increase of 300,000 in the Armed Forces since April, 1965, most of these single men.

The jobless rate for women remained stable. There was a pickup in voluntary part time employment which the Labor Department viewed as a reflection of "employer's willingness to hire adult women and teenagers on a part time basis."

The U.S. labor force stood at 78.9 million, up 1.6 million over last year at this time.

Factory workers earned higher hourly rates. The average moved to \$2.69, nine cents higher than last year and an all-time high. But because of a slight decline in the work week, average weekly earnings were

down 12 cents to \$110.83 from the March high.

The work week was seasonally reduced by .2 of an hour to 41.2 hours in April.

There was a lot of overtime recorded in industries like ordnance, fabricated metals, machinery, transportation equipment, instruments, stone, clay and glass—probably due to the war in Viet Nam.

### ● Alaska Contract

Hefty wage increases highlighted a new contract negotiated for members employed by Industrial Air Products

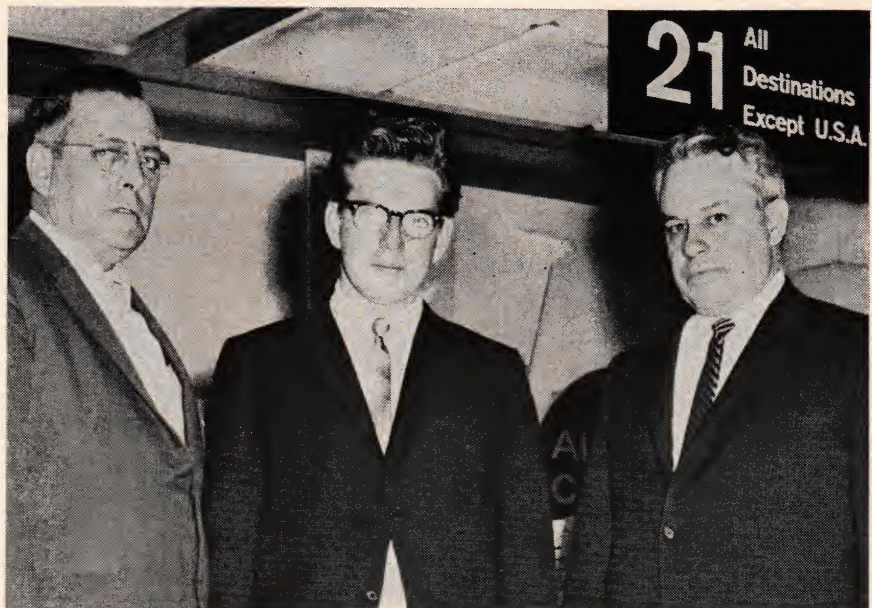
### Guidelines For Barons

Salary and bonuses for Henry Ford II, chairman of the board for Ford Motor Co., totaled \$650,000 in 1965—an increase of \$110,000 from the previous year. The pay hike was better than 20 per cent.

Ford executives of less stature fared pretty well also. They received \$52.3 million in bonuses during 1965—an increase of 34 per cent over the previous year.

In addition to the bonuses, 286 Ford executives received options for 309,750 shares of stock. The company even lent one of its vice presidents \$237,549 to buy stock under the option plan.

### Brotherly Aid



Klass Vandertuin (center), a member of Teamster Local 230 in Toronto, Canada, is shown receiving wishes of good luck from John Payne (left), business representative, and Romney Artt, secretary-treasurer of Local 230, as he began a trip which may help restore his eyesight. Vandertuin lost the sight of one eye and was left with only 10 per cent vision in the other eye. Toronto doctors recommended he get special treatment from an eye clinic in London, England. The membership of Local 230 chipped in to finance Vandertuin's trip overseas.



## Unfair Practice

# Union Organizer Cannot Be Barred From Lot Used by Other Groups

A company which permits various organizations to use its parking lot for their own purposes but bars a union organizer from the same lot is guilty of an unfair labor practice in the view of a Trial Examiner for the National Labor Relations Board.

The Trial Examiner has recommended that the company be ordered to "cease and desist."

The case involved Local 1552 of the Retail Clerks Union whose organizer was arrested by a sheriff and handcuffed for "trespassing" in a dramatic show by management for the benefit of its workers.

Priced-Less Discount Foods, Inc., the Trial Examiner said, "threatened the organizer's arrest in the hearing and presence of employees, caused his arrest and in fact he was handcuffed and arrested in the presence of employees. He was arrested for being on the parking lot where he was engaged in protected organizational activities, such as receiving union cards from employees and talking to employees."

The Examiner noted that the company permitted church and other groups which it approved "to be on the parking lot for their own purposes and that only the union was deemed to be a trespasser because, as the entire record shows, respondent (the company) was hostile to the union."

## Spy Policy Ruled Out By NLRB

Rust Sales Co., of Denver, Colo., violated the Act, said the National Labor Relations Board recently, by unlawfully interrogating employees about their activity for Teamster Local 435, threatening economic reprisals for such activity, and soliciting employees to spy on their fellow employees' union activity.

The Board held further that Rust violated the act by hiring a private detective firm to spy on employee union activity. This ruling reversed

the trial examiner's finding that the private detective firm had been hired to investigate suspected inventory shortages. The Board said there was no evidence to establish that a merchandise shortage ever existed other than from normal shrinkage, minor pilferage, and some missing sugar sacks.

Also reversing the examiner, the Board concluded that the evidence was sufficient to establish that the company was guilty of discharging 11 employees for union activity. Accordingly, the firm was ordered to cease the unlawful conduct, and to reinstate the discriminatees with backpay and interest.

## Pricing Practices Ignored

"Price fixing cases by the Justice Department generally are applauded. Yet identical industry pricing practices have been practically ignored. This is a paradox which permeates our entire economy, which must have an effect on inflation and about which no one seems concerned."—Sen. Philip A. Hart (D-Mich.), chairman of the Senate Antitrust and Monopoly Subcommittee.

## 25-Year Members



Teamster Local 345 of Akron, O., recently honored four of its members who have completed 25 years as members of the local while employed by Yellow Cab Co. Shown at a ceremony where they received watches are (left to right): Front row—Clarence Blackert, Harley Miller, Steve Manich, and William Jolly; back row—Local 345 officers Frank Peck, trustee; Charles Farr, trustee; Kenneth Williams, secretary-treasurer; Laurence Humphrey, president; Earl Knupp, vice president, and Louis Kelly, recording secretary.

## Boss Wrong In Teamster Firing Case

Suniland Furniture Co., of Houston, Tex., violated the Act, said the National Labor Relations Board in a recent decision, by discharging Thomas Moore, Jr., a member of Teamster Local 968 in Houston.

Sustaining the trial examiner, the Board concluded that Moore was discharged because of his organizational activity for the union. The examiner noted that evidence failed to establish that Moore had threatened any employees while soliciting for the Teamster local union.

Suniland had contended that Moore was fired because he threatened another employee with discharge if he did not join the union after a representation election.

The Board ordered the company to cease the unlawful conduct and reinstate Moore with backpay and interest.



## Proxmire on Profits

# Lashes 103% Profits Registered By Texas Gulf Sulphur Co.

Just how free big business actually is from price increase and huge profit restraints was brought home on the floor of the U.S. Senate by Senator William Proxmire (D.-Wis.)

He charged Texas Gulf Sulphur Co. with running up fantastic profits without regard to the President's pleas to prevent inflation.

What Texas Sulphur is doing sharply contrasts with the rigid 3.2 per cent pay increase ceiling placed on workers by the President's Council of Economic Advisers.

The Wisconsin Senator said Texas Gulf's pricing policy was another argument for greater statesmanship on the part of industry. He also urged Congress to take a "hard look" at the 23 per cent depletion allowance which gives the firm and others a preferred tax position.

In his Senate speech, Proxmire said Texas Gulf's earnings soared 103 per cent on a 52 per cent increase in sales during the first quarter of 1966.

### More Ahead

He said:

"The company expects to pile up even greater profits for the remainder of 1966. A top corporate official already has predicted that 'We expect to have a much better year than last year'.

"First-quarter revenues jumped to \$29 million, up sharply from \$19 million in the same period last year.

"This comes on top of 1965 sales that were 40 per cent ahead of 1964, sending net income to an all-time high. Profits last year were up 55 per cent over 1964 and 90 per cent above 1963.

"All of this is welcome news for the executives of Texas Gulf. Their bonus checks and the value of their stock options will surely reflect the 103 per cent increase in company profits.

"But it is bad news for the economy and the American public. Lost amidst the report of rapidly rising profits is this crucial fact—and I quote from the New York Times of April 29, 1966:

'Much of the increase in Texas Gulf's profit margins was apparently attributable to recent increases in sulphur prices.'

"Sulphur is a basic industrial chemical. Over the past two years, world demand for this vital material has been outstripping supply. This heavy demand has created pressures for higher sulphur prices. And this pressure, in turn, has led to price instability in the sulphur market."

## Dairy Co. Set Down By Board

Dairy Farmers Transfer and J. C. Dudley Co., of Decatur, Ill., violated the Act by refusing to recognize and bargain with Teamster Local 279 of Decatur, majority representative.

Affirming the trial examiner, the National Labor Relations Board concluded that the operations of both employers were an integrated operation.

The Board said Dairy Farmers Transfer's refusal to recognize Local 279 was inspired by a desire for delay and not because of a good-faith doubt of either the union's majority or the appropriateness of the unit; and that the operations of Dudley in doing business as an individual was an integral part of an effort to continue the business of Dairy Farmers in disguise in order to evade the bargaining obligations of Dairy Farmers.

Moreover, the Board found there was no merit in the employer's contention that John Van Horn, Randy Miller, and Hubert Owens were discharged for economic reasons. Evidence showed that the employees, all Teamsters, were fired on a pretext.

The Board said other violations by the employer included unlawful interrogations, threats, and promises.

The employer was ordered to cease the unlawful conduct, reimburse the discriminatees with backpay and interest, and bargain with the union upon request.

## Anti-Union Employer Violates Act

Logan-Mingo Gas & Oil Co., Inc., of Logan and Williamson, W. Va., violated the Act by discharging three members of Teamster Local 505 of Huntington, W. Va., for what the trial examiner concluded were anti-union motivations.

Upholding the trial examiner, the Board contended that Cyrus Deskins, Earl Rose, and Vernon Pelfrey, all members of Local 505, were discharged for refusing to take a physical examination from an employer-appointed doctor as required by the Interstate Commerce Commission.

The examiner found that the discharge occurred on the eve of a Board-conducted election; that the boss threatened that all the men would be discharged for union activity, and promised that Deskins, who was expected to fail the examination because of a handicap, would, nevertheless, be reinstated if he renounced the union.

## Teamsters Help Build New Stadium

Some 180 members of Teamsters Local 682 played a key role in construction of the new Civic Center Busch Memorial Stadium in St. Louis, Mo.

The Teamsters supplied initial raw and finished materials to the 12-acre stadium site. According to Gene Walla, president of Local 682, they hauled in:

—93,000 cubic yards of ready-mix concrete, also 9,000 tons of precast concrete.

—6,000 tons of reinforcing steel.

—More than a quarter of a million linear feet of piling.

In addition to supplying all the raw materials for the elementary construction, Walla said the Local 682 members brought in all the electrical fixtures, sod, seats, and nearly every load of miscellaneous supplies which arrived at the site.

Members who worked on the project were scheduled to be guests of August Busch, Jr., and the St. Louis Cardinals at the stadium on May 31, "Stadium Workers Appreciation Night."







## New England Electric 1st Quarter Net Rose Gain Seen for Full Year

**By a WALL STREET JOURNAL Staff Reporter**  
**BOSTON**—New England Electric System's first quarter net rose to \$7,989,000, or 54 cents a share, from \$7,249,000, or 50 cents a share, for a smaller number of shares in the 1965 period, William Webster, chairman, told

Mr. Webster said earnings should "continue to improve for the full year if current economic conditions continue."

Clark Equipment Profit  
In 1st Quarter Rose 75  
On a 32% Sales Increase

By a WALL STREET JOURNAL Staff Reporter  
BUCHANAN, Mich.—Clark Equipment  
first quarter earnings rose 75% on a  
sales gain, Walter E. Schirmer, president,  
the annual meeting.

First quarter net income was \$8,294,000, or \$1.19 a share, up from \$3,579,000, or 68¢ a share a year earlier. Sales climbed to \$

Stanley Learned, president and chief officer, told the annual meeting

Mr. Learned said net for the 1966



**Special Report, Part I**

# Hoffa Says Safety Standards Must Be Mandatory by Law

"UNLESS you enact legislation with strong wording, you will accomplish nothing," said General President James R. Hoffa in a question-and-answer session during his testimony before the House Committee on Interstate and Foreign Commerce holding hearings on the proposed National Highway Safety Act of 1966.

Hoffa was referring to the need for enacting mandatory safety standards covering all phases of transportation, including trucks.

In many ways, it was a repeat performance of his appearance before the Senate Commerce Committee which held hearings on the same legislation several weeks earlier—but with a difference.

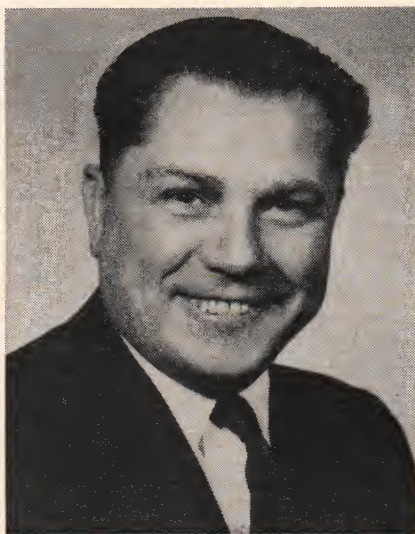
The House committee seemed more determined to learn answers to some of the big questions plaguing the lawmakers.

They heard a half-hour of prepared testimony from Hoffa. Then 18 members of the committee asked the Teamsters Union leader questions for more than 100 minutes.

Hoffa fielded their queries in a manner that at times brought nods of astonishment from some of the

congressmen who were unfamiliar with details of the trucking industry and Interstate Commerce Commission regulations.

Hoffa also found it necessary at one point to get his back up when one



James R. Hoffa

"... unless you adopt legislation with strong wording, you will accomplish nothing."

committee member, Rep. Samuel L. Devine (R-Ohio), inferred that perhaps the Teamsters Union was trying to get the help of Congress in negotiating new safety equipment language into the next National Freight Agreement. To which Hoffa replied that the Teamsters didn't need any help from anyone on that task, adding that "we've been doing all right by ourselves."

As in testimony before the Senate committee, Hoffa stressed that the Teamsters Union favored a bill with mandatory safety standards of inspection and testing, a measure that would not exclude from its scope trucks presumably covered by safety regulations under the Interstate Commerce Act.

Unsafe equipment was discussed more comprehensively by Hoffa in his House committee testimony. He said:

"We have two problems here—dangerous new equipment which does not have the latest safety devices and dangerous old equipment, which is usually operated by the illegal or 'gray area' operator. As far as new equipment is concerned, American manufacturers make the finest trucks in the



world. But these fine trucks are still the cause of accidents when they do not install the latest in safety equipment."

Two devices were cited by Hoffa as examples of safety equipment that could help prevent thousands of accidents every year. He referred to anti-jackknifing equipment and a device called "Driv-a-Lert" which brings a vehicle to a stop if anything happens to the driver.

Hoffa explained the anti-jackknifing device, which can be bought at various truck stops, to the congressmen:

"You can attach it to the fifth wheel of the tractor and the pinpoint of the trailer that will keep that unit from jackknifing. We took it into Chicago as an experiment, put down one mile of foam, put an experienced driver behind the wheel and brought in 400 of our agents and operators, and deliberately tried to jackknife and could not jackknife the unit with this type of equipment on it."

#### Contract Proposals

Hoffa said that while the total cost for the anti-jackknife equipment and its installation is about \$100, most trucking companies will not install it. He added, "Nobody told them they had to, so they don't do it."

The "Driver Alert," Hoffa said, is a device that "if a driver falls asleep or has a heart seizure or stroke or is intoxicated—in any of these conditions, once his hand drops from the wheel and his foot comes off the accelerator, then the truck comes to an immediate stop."

The Teamster president, who spearheaded the negotiations resulting in the first National Freight Agreement more than two years ago, told the House committee that when the contract for over-the-road and city cartage drivers comes up for renewal next year, "there will be three new provisions in our list of contract proposals."

He explained: "One will be the question of the anti-jackknife device, the other will be the 'Driver Alert,' and we have already put in the question of air conditioning in the trucks which keeps the drivers alert and wide awake when driving."

But even with the negotiation of the installation of such safety aids, said Hoffa, "our contract will not apply to the 'gypsy' trucks." He said:

"They will still jackknife. They will still run amuck when the driver

falls asleep. That is why we want to see safety standards laid down as a matter of law and not as a matter of somebody's discretion. And we want to see these two devices I have discussed made absolutely mandatory, by law, for all trucks on the road."

(In the question-and-answer session, Hoffa also referred to the need for still another safety device called the stabilizer, which, when a unit blows a tire keeps the vehicle from skidding off the road. He said, "It will stay right in line.")

Hoffa also discussed the trend of manufacturers who are beginning to cut down on the driver's space in new trucks to take advantage of maximum length of cube space for long-distance hauling. The only way it can be done is to make the back rest of the seat more perpendicular and leave less room for padding.

"Drivers need a reasonable space if they are to remain comfortable and alert," Hoffa said. "Here is another case where mandatory standards must be laid down by law if we are not to continue with dollar first and safety last."

To further emphasize the safety

problems facing drivers, Hoffa quoted from a letter written to him by Bob Elders, a Minnesota Teamster, who expressed concern about new tractors with built-in defects. Elders wrote in part:

"Last week I held a driver's head up for two hours to keep him from drowning in the fuel from his own tanks until a wrecker crew could extricate him from a wreck caused by a factory-built defect which I had protested to the company in writing at the time the tractor was delivered to our terminal.

"Good wages and good fringe benefits don't mean much to a man who cannot live long enough to get them home to his wife and kids, and I say that our industry has become just about as dangerous as war-time military service.

"Those of us who have to pull those booby-traps through four or five mountain ranges just about every week of our lives are really heartened when you start thumping the drums for a little safety."

Hoffa noted that the number of aging and unsafe trucks on the highways steadily increases as so-called

## Safe Driver



Frank Gosart (right), a member of Teamster Local 449 of Buffalo, N.Y., and an over-the-road driver for the Mushroom Transportation Co., is shown receiving congratulations for his lengthy safe-driving record from Richard W. Cutaia, Sr., owner of the company. Gosart has made what amounts to three accident-free "round trips to the moon"—as indicated by the placard—while compiling a record of more than 1,500,000 miles without an accident in 25 years with the company. Gosart, who lives in Niagara Falls, regularly makes a run between Mushroom terminals in Buffalo, Philadelphia, Baltimore, and other parts of the "Mushroom system."



"gray area" operations expand at the expense of common carriers.

He said:

"In 1964, over 1,155,000 trucks were between 16 and 17 years old, or 9.3 per cent of all trucks, compared with 5.8 per cent of all trucks in this age group in 1959. Without preventive maintenance, trucks with more than one million miles in the 10-year group and over 1,500,000 miles in the 16-17 year group are nothing more than death traps on wheels."

As for unsafe drivers, Hoffa said: "Now who is the unsafe driver? If he is a drinker or a pep-pill taker, we say, 'Fire him.' He has no recourse here in the Teamsters Union. But all accidents caused by driver failure are not the result of the actions of this reckless minority."

Hoffa pointed out that drivers exposed to the pressure of overly long hours or sent off in an unsafe rig will still figure in the accident statistics even though they never took a pep pill or a drink in their lives.

The best of drivers, Hoffa explained, can be asked to do too much "and that is happening today" with the approval of the Interstate Commerce Commission.

He said that although one ICC division is concerned with highway safety, another ICC division is approving new runs which require that drivers exceed either safe hours or safe speeds—or both.

Hoffa placed in the hearing record a letter from Edward Hensley, a member of Teamster Local 549 in Kingsport, Tenn. Hoffa said:

"Hensley lists new runs where drivers are asked to average 43.5 and 45.5 miles an hour and pass through cities, towns, and low-speed zones. It can be done, but only by ignoring safety regulations and blasting along at 70 miles an hour on the open road, in a projectile weighing up to 70,000 pounds. In order to make these runs, our drivers must either go at reckless speeds or exceed their 10-hour trick behind the wheel and face great dangers from oncoming sleepiness."

As with the Senators in the previous hearing, Hoffa invited the members of the House committee to "spend two days with me in checking unsafe equipment and unsafe drivers on the highway" so they could fully appreciate the problems facing highway safety in the trucking industry.

Overall, the Teamsters Union General President received an excellent response from the congressmen—a response that was generally overlooked by the news media.

Typical of the House committee reaction was the statement which Rep. Torbert H. MacDonald (D-Mass.) made to Hoffa as a prelude to some pertinent questions:

"I have to comment about your testimony and your answer to some questions, that it is a refreshing change, the contrast, from the testi-

mony given by the automobile manufacturers yesterday, in your blunt and direct answers. It was very difficult to get a direct answer from any of those automobile manufacturers yesterday . . ."

Harley O. Stagers, West Virginia Democrat, chairman of the House Committee on Interstate and Foreign Commerce, commented after Hoffa's testimony:

"Mr. Hoffa, as I say, we are very happy to have this testimony this morning. I think it has been very pointed and very good . . . I think it is the duty of every American and every segment of industry, and every segment of our American life that uses our highways, to be interested and to know what is going on. I am certain (your comments) will be helpful to us. . ."

### **Wirtz Defends NLRB Against Mgt. Blast**

A Chamber of Commerce "inflation luncheon" blew up into an angry debate between Secretary of Labor W. Willard Wirtz and Charles W. Brooks, director of labor relations for Texaco, when the oilman attacked the National Labor Relations Board for discriminating against businessmen and favoring unions.

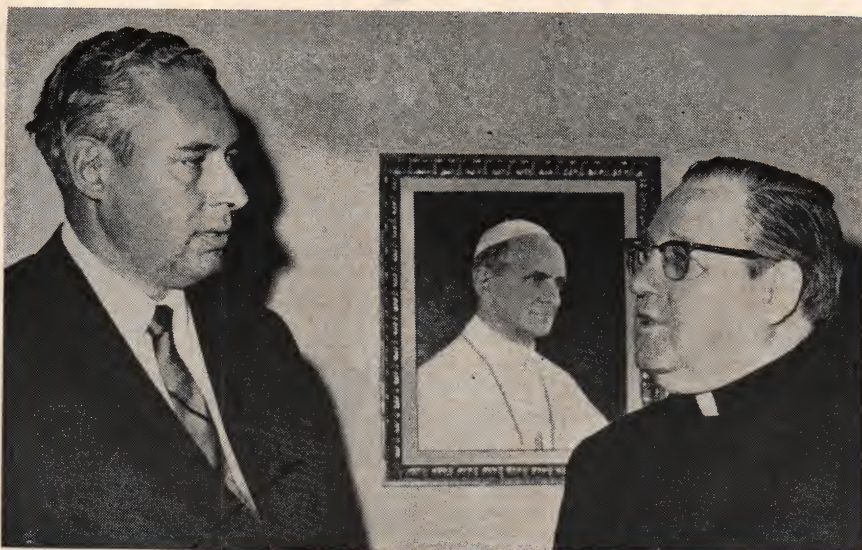
Wirtz called the charges "poppycock" and hotly added that contrary to Brooks' charges, employers and employees had not lost their right to dissent nor were employees being pushed into unionism.

Characterizing the businessman's charges as "tired cliches", the Labor Secretary added that criticisms of the NLRB should be leveled in a more thoughtful manner.

Wirtz' reaction was particularly angry because he had received assurances from the Chamber that he would not have to discuss the NLRB, an agency outside his jurisdiction.

Earlier the Labor Secretary had criticized a Chamber of Commerce bulletin for printing a "half truth that is half lie". The bulletin described the Administration's unemployment compensation bill as raising maximum levels to at least half the average weekly earnings of workers in a state. What it does not mention, said Wirtz, is that benefits could not be more than half an individual worker's own earnings.

## **Chicago Dinner**



Donald Peters, president of Teamster Local 743, headed the labor division for Little City's annual dinner last month in Chicago. He is shown with the Most Reverend John P. Cody, Archbishop of the Roman Catholic Archdiocese, guest speaker for the occasion. Little City is a training and treatment center for mentally handicapped children in Palatine, Ill.



**Special Report, Part II**

# Hoffa Sponsors Demonstration Of Highway Safety Devices

THREE safety devices that will make even the newest tractor-trailer a safer rig on the highway were demonstrated at Washington, D.C., May 19th under the sponsorship of the International Brotherhood of Teamsters.

General President James R. Hoffa was on hand at the demonstration which served as a graphic sequel to his testimony before Senate and House committees on the subject of road safety in recent weeks.

Joining Hoffa to watch the successful exhibition of an anti-jackknife device, a driver alert alarm, and a safety stabilizer was a crowd of 150 at Bolling Air Force Base.

Among the observers were experienced Teamster over-the-road drivers, congressmen, representatives from the Interstate Commerce Commission, industry representatives, newspapermen, photographers, and television crews.

The congressmen were there at Hoffa's invitation to see first-hand what the three safety devices could do to make even the biggest rigs safer on the highways.

Two tractor-trailers and a tanker

were used to illustrate how the equipment worked.

Most spectacular was the performance by Fred Hope of London, Eng-

land, inventor of the anti-jackknife device, who flew to America especially for the afternoon's work. First, he showed the witnesses exactly how a jackknife looked.

Hope drove a green tanker down a cement runway at 50 miles per hour after the surface had been washed down with hoses from air force fire trucks.

The tanker chugged into the standing water and an instant later, Hope stomped down on his brakes. The tank trailer began gently coming around and within a moment was jackknifing like a big steel broom down the runway while the cameras whirled.

Hope turned his wheel toward the eye of the jackknife and gradually straightened out at which point the tank trailer swung the other way like a whip. He braked hard to hold and the tank continued swinging around in a wide circle until it slammed against the cab. The rig stopped on dry pavement with a heavy rumble that shook the dust.

Just to make sure that one and all



Cover picture shows truck in jackknife position, demonstrating the hazardous highway situation that can be caused.





On a Bolling Air Force Base runway which had been watered down, anti-jackknife device inventor Fred Hope maneuvers this rig into a simulated jackknife situation to

demonstrate how a rig out of control can sweep a path of destruction on the nation's highways.

saw it, Hope did it again with an even more awesome jackknife that had the tanker going like a giant's toy running crazily down a super-sized driveway.

The moral of the exhibition was clear to everyone watching it: Had this been a fully-loaded tanker traveling a highway, it would have swept oncoming traffic off the road—as Hoffa put it in his congressional testimony—like somebody tossing out a deck of cards.

Then the Englishman attached his anti-jackknife device and came steaming down the same runway at the

same rate of speed. He tried to jackknife the rig but couldn't. The vehicle held steady through the sheet of water.

Demonstration of the Driv-A-Lert, while not as spectacular, was nevertheless impressive. A driver brought a tractor-trailer down the same slick runway at the same 50 mile per hour speed.

He took his hands off the wheel and foot off the accelerator. Immediately, the device took over to make steering corrections and keep the rig in a straight line while emitting a warning sound. The driver continued to hold his hands high in the air like a cow-

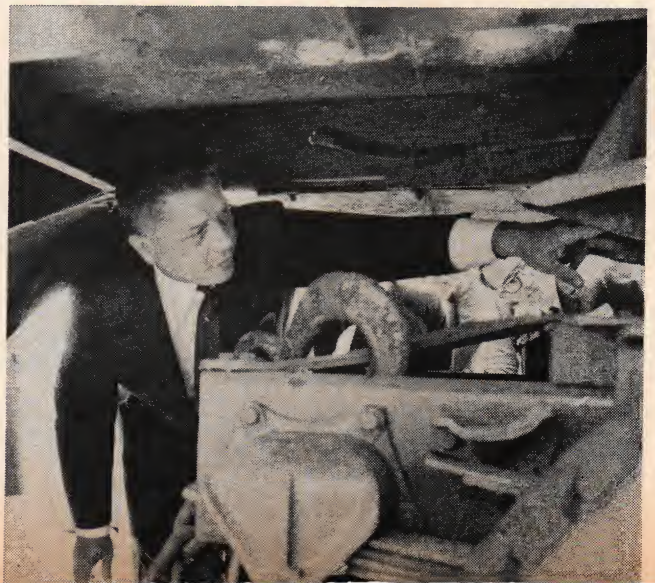
boy at a rodeo. After a moment, the Driv-A-Lert energized the trailer brakes to bring the rig to a stop a few feet from the point where the driver deliberately lost control.

Purpose of the exhibition was to show what the device could do in case a driver suffered a heart attack, went to sleep, or failed for some other reason to keep his hands on the wheel and his foot on the pedal.

To illustrate how the safety stabilizer worked, a dynamite charge was placed in the right front tire of a tractor pulling a trailer down the same runway.

Congressmen, government officials, and industry representatives stand by while Air Force equipment waters down runway for jackknife demonstration. On a run with the anti-jackknife device in operation, inventor Hope steered a steady course while the rig braked to a stop.

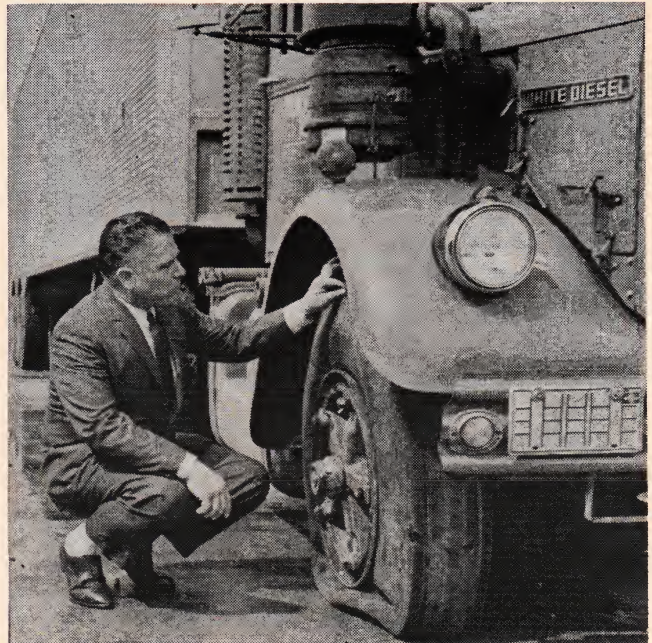
Teamster General President James R. Hoffa pointed out the anti-jackknife device to congressmen, industry representatives, and government officials. It works in conjunction with the fifth wheel on the tractor.







With no hands on the wheel, driver demonstrates the Driv-A-Lert, which takes over in the event driver suffers heart attack, goes to sleep, or otherwise fails to make driving corrections. First it emits a warning, then holds vehicle steady while it brakes to a stop.



Hoffa inspects the hole in the tire, and declares that the stabilizer will be a topic of negotiations in the next National Master Freight Agreement. He gave the 'stabilizr' 1st priority.

When the dynamite blew with a sharp pop at 50 miles an hour, the right side of the tractor dipped as the tire went flat. But the rig didn't give a wiggle as it proceeded to a sluggish halt.

Teamsters watching the display were ecstatic over the additional safety the installation of the devices ob-

viously promised and expressed hope they would be in wide use as soon as possible.

Hoffa, in a news conference immediately following the demonstration, repeated what he had said before—that in the next round of negotiations for the National Master Freight Agreement, the Teamsters Union

would include the safety devices as "must" needs for every organized truck on the road.

Any skeptics that attended the exhibition could only have gone away impressed with the feeling that maybe they were wrong, that indeed there was something to be said for the anti-jackknife, driver alert, and stabilizer.



Congressman Samuel N. Friedel, Democrat of Maryland and member of the House Commerce Committee, discusses the highway safety demonstration with Teamster President James R. Hoffa.



Hoffa and Inventor Fred Hope examine the anti-jackknife device. Standing at left is William McCarthy, president of Local 25, Boston. Kneeling, extreme right, is Sidney Zagri, IBT legislative counsel.



**Protecting Liberties**

# Teamster Testimony Hits at Erosions Of Basic Freedoms in Crime Measure

THE International Brotherhood of Teamsters has objected to two measures, billed as anti-crime legislation, as so dangerous they would enable federal investigators "to harass 185 million citizens of the United States."

Testifying before the subcommittee on criminal laws and procedures of the Senate Judiciary Committee, Teamster Legislative Counsel Sidney Zagri made known the Teamster position on two bills, S. 2188 and S. 2190.

S. 2188 would, its backers say, prohibit the obstruction of federal criminal investigations.

S. 2190 would permit the government to compel certain witnesses to testify in return for immunity of prosecution.

Of the first measure, Zagri declared:

**Sidney Zagri.**



The alleged target "is the racketeer engaged in a series of enumerated crimes. But it becomes crystal clear that this bill vests in Government investigators a weapon, the use of which would not be limited to a few thousand racketeers, but would also be available to harass 185 million citizens."

Zagri pointed out that "this bill is fundamentally dangerous because it makes a crime out of intents in the minds of people, unaccompanied by acts and the words of people which vanish in the air after they are spoken."

He said the bill would not only fail to assist the Federal Bureau of Investigation and the Treasury Department in the investigatory process "but would have a direct effect on having potentially friendly witnesses clam up and refuse to say anything to an FBI or other government agent."

Zagri cited findings of Senator Edward V. Long's subcommittee on invasion of privacy to bolster his contention that "the integrity of the investigation power of the United States has already been seriously impugned by improper activities conceded by various federal agencies."

## Illegal Wiretaps

He referred to the Internal Revenue Service's "illegal wiretaps, surveillance, and eavesdropping operations" in relation to potential delinquent taxpayers and the FBI's wiretapping in its drive against gamblers in Kansas City.

Of the second bill granting immunity against prosecution to those who turn government witness, Zagri stated:

"This bill 'constitutes a major departure from congressional policy limiting the granting of immunity in criminal matters only where the national security is involved.'"

Driving to the heart of the matter, Zagri said the bill "is particularly dangerous because it grants to the Attorney General the power to pick and choose among defendants as to whom he shall grant the bath of immunity and who shall become defendant in particular prosecution."

"The proposed bill is an open invitation to open warfare between federal and state sovereignty," Zagri declared.

He was supported in his position against the bills by Lawrence Speiser, director of the Washington, D. C., office of the American Civil Liberties Union.

Speiser declared that the ACLU opposes the bill on the grounds that "it undermines the Fifth Amendment privilege against self-incrimination."

"This bill is a sign of government insecurity for it implies that we are powerless to detect and punish wrongdoers in conformity with due process," Speiser said.

## Sacrifice Dignity

"We do not believe that our government has become so impotent that it must thus sacrifice its dignity. Efforts to route crime should not use self-defeating methods which would undercut constitutional rights in order to achieve a desired goal," he declared.

Zagri, dwelling on legislative history, reminded the Senators that the obstruction of justice bill (S. 1665 in a previous session) was substantially modified by the Senate Judiciary Committee, limiting its scope to investigation by Treasury and the Department of Justice. S. 2188, the bill under present consideration, would apply to investigations by all government agencies. This aspect of the bill was rejected by the Senate Judiciary Committee in 1961, Zagri pointed out.

"The House Judiciary Committee," Zagri reminded, "rejected S. 1665 by a vote of 16 to 10 on August 2, 1961. The bill was placed and taken off the House Calendar on three separate occasions. Sensing wide-spread opposition to the bill from all segments of Congress, Chairman Celler dropped the bill, advising Attorney General Robert Kennedy that it could not pass and would cause a serious division among loyal Administration supporters."

Further, Zagri pointed out that S. 1655, which compelled testimony and



provided immunity in a more limited area than S. 2190, the bill presently under consideration, died in the House Judiciary Committee where Southern members were reluctant to establish federal control over state criminal matters, and Northern members were reluctant to further circumscribe the Fifth Amendment privilege provided by the Constitution.

The Teamster legislative counsel gave the following summary of Teamster objections to the proposed legislation:

"In conclusion, before Congress acts on the request of the Department of Justice to grant this new and unusual power in criminal matters to the Attorney General, it must (1) first require that abundant and substantial evidence be produced by the Attorney General justifying this unusual request of what amounts to almost wholesale immunity and compulsory testimony in Federal criminal matters;

"(2) it should postpone any action until President Johnson's Crime Commission makes its report;

"(3) it should take no action which would permit the Attorney General to usurp the police political deals which could very well lead to the suppression of criminal prosecution in the State courts not for purposes of legitimacy but for political considerations;

"(4) Congress should pay heed to the warnings of history that when the right of silence is taken away the individual subjects himself to public degradation and exposure resulting in great harm to himself and his family; and finally, the Congress should not grant the power to any one man to decide which defendant shall receive the immunity bath and which shall stand trial and thus directly or indirectly contribute to the increase in the importance of the informer in our adversary system.

"It could very well change our adversary system into an inquisitorial system and our system of justice could become reminiscent of the star chamber proceedings of the Stuarts and the Tudors with a slight touch of the Spanish Inquisition."

serving as president of IBEW Local 28.

Through the years, Cohen has devoted a great deal of time to community and civic interests and responsibilities, including stints on:

The War Manpower Commission—he was a member of the first commission established in the U.S., which became the pattern for other regional War Manpower Commissions; advisory committee to the Office of Price Administration; war bond sales and war savings bond sales committee for the U.S. Treasury Department; War Labor Board as a member of the regional board;

#### Proceeds to Charity

Baltimore Community Chest, Baltimore Urban League, and Baltimore Boy Scouts executive committees; Baltimore Youth Commission; Baltimore Municipal Airport Commission; advisory board for the Baltimore Department of Public Welfare; the advisory board for the Maryland Department of Employment Security, and many others.

Proceeds from the testimonial dinner for Cohen will be distributed among various charities, according to Joseph M. Townesley, Joint Council 62 secretary-treasurer who is serving as chairman of the affair.

## Thirty-Three Years

# Testimonial Dinner Scheduled For Harry Cohen of Baltimore

Teamster Joint Council 62 of Baltimore plans to sponsor a June 11th testimonial dinner for Harry Cohen, president of Teamster Local 355, who has completed 33 years of distinguished service to the Teamsters Union and to his community.

Cohen has been president and chief business agent of Local 355 for the past 33 years. He also founded Joint Council 62 and served as its first president.

In past years, Cohen has been active in the Baltimore Federation of Labor, serving as its president for 7 years, and also served as president of the Maryland State and District of Columbia Federation of Labor AFL for 12 years.

He was instrumental in negotiating a merger agreement between the state bodies of the American Federation of Labor and Congress of Industrial Organizations and was the first president of the merged body which is now known as the Maryland State and D.C. AFL-CIO.

Prior to his Teamster affiliation, Cohen was an electrician and a member of the International Brotherhood of Electrical Workers for 18 years,



Harry Cohen, president of Teamster Local 355, is shown standing in front of the local union's office where he has served as president for 33 years and played a leading role in Joint Council 62 affairs while also serving the International Union and the Baltimore community.

## Alarm Over Merger Increase

"The United States is riding the crest of the greatest merger tide in history with no end in sight. Many of our large firms are being consolidated into conglomerate enterprises. Overall concentration continues to increase and companies once dominant in one industry are reaching into others.

"The chief economist of the Federal Trade Commission estimates that, by 1975, some 200 corporations will hold 75 per cent of all manufacturing assets.

"Yet, in spite of these developments, antitrust enforcement is being carried on in a low key; major mergers are consummated without apparent challenges; predatory practices often receive little attention, identical pricing patterns in concentrated industries seem to be regarded with little concern . . ."

—Sen. Philip A. Hart (D-Mich.), chairman of the Senate Antitrust and Monopoly Subcommittee.



## In Local 237

## Housing Authority Workers Honored for Heroism on Job

Four members of Teamster Local 237 in New York City, employees of the Housing Authority, were honored recently with citations and money awards for heroic acts performed while on the job.

Receiving honors from Authority Vice Chairman Ira S. Robbins in special ceremonies in Manhattan were:

Calvin S. Manning, assistant resident buildings superintendent, a member of Local 237 for more than 10 years. He received a \$50 savings bond for personally apprehending and aiding in the arrest of a housing project non-tenant who had stolen a teacher's purse.

Anthony Leto, utility fireman who has belonged to Local 237 since 1953, was honored for removing, at great personal risk, a burning painter's cart from the lobby of a project near an apartment where the lives of deaf-and-dumb children were threatened by fire.

Austin D. Weeks, foreman of housing caretakers, and John D. Balestrero, maintenance man, each received \$25 savings bonds for their prompt action in putting out a fire in a tenant's

apartment. Weeks is a long-time Local 237 member and is on one of the negotiating committees.

Arthur G. Foley, chairman of Local 237's housing division and a trustee of the local union, said:

"The union takes immense pride in the heroism of these men. Although we have already won substantial raises for our housing members, our local continues in its efforts to win them increasingly higher pay, comparable to that paid in private industry for the duties they perform."

William Lewis is president of the Teamster local which has more than 17,000 members in 21 New York City and state government agencies and is now organizing in a number of others.

### Oil Company Ordered To Bargain

Freed Oil Co., Inc., of Millis, Mass., violated the Act by refusing to recognize and bargain with Teamster

Local 170 of Worcester, Mass., majority representative, said the National Labor Relations Board in a recent decision upholding the trial examiner.

In further violation, the Board said, the company laid off John Cembruch, John Butler, David Bauer, and fired Edward Clark for engaging in union activity.

Supporting his conclusion that the oil company's refusal to bargain was unlawful, the examiner said:

"... The evidence ... abundantly demonstrates the absence of any good-faith doubt on the part of the company as to the union's majority status and the appropriateness of the bargaining unit."

### Wholesale Layoff

"Freed's wholesale layoff of the men and the dismissal and replacement of one of them, in retaliation for their inviting the union to represent them, make a pretense of the claim of good-faith doubt, and demonstrate a purpose to gain time and dissipate the union's majority and a rejection of the collective bargaining principle."

Also rejected was the company's claim that Local 170's authorization cards were invalid because the signatures were obtained on representations that the cards were only for securing an election, and that the cards were signed after one of the men pointed out the benefits that would be obtained.

In so ruling, the examiner noted:

### Unlawful Conduct

"Before the signing of the cards there was a general discussion among the men (no union representative was present) of why the union was needed. There was also talk that there might be an election to choose a bargaining representative as a result of signing the cards, but no one said that the only reason for signing the cards was to have an election, nor do the cards refer to an election."

"The cases are clear that where there is discussion of elections in connection with signing union authorization cards, the cards will not be invalidated unless it was represented to the employees that the cards were solely for the purpose of obtaining an election."

The Board ordered Freed Oil to cease the unlawful conduct, reinstate Clark, reimburse the four employees for the losses suffered, and bargain with the union upon request.



Members of Teamster Local 237, employees of the New York City Housing Authority, are shown with citations they received for heroism on the job. At the ceremony were (left to right): Anthony Leto, maintenance man; Ira S. Robbins, vice chairman of the Authority; Calvin S. Manning, assistant resident buildings superintendent; Austin D. Weeks, foreman of housing caretakers, and John D. Balestrero, maintenance man.



**Teamster Local 36**

## San Diego Members Honored For 1965 Safe Driving Records

Forty-three members of San Diego Teamsters Local 36 have been honored by their employer, R. E. Hazard Contracting Co. and Hazard Products, for their 1965 safe driving records.

San Diego Police Department officials presented cash awards and certificates to drivers with long accident-free records.

For 11 years of driving without an accident, three members of Local 36 received top awards. They are Jay L. Butler, Earl B. Lingle and James G. Russ.

Ten-year safe driver awards went to Leo Kalak, Tom LaMadrid, Charles F. Ransom, Roy E. Smith and William A. Williams.

Others receiving awards are Jack V. Dyer, Eugene A. Llanos and Donald R. Smiley, nine years; John H. Campbell, Rufus Carlton, Jack M. Cooper, Howard W. Johnson, Richard Luster, Beverly M. Manies, Benito T. Medina, Margarito Razo, Carl W. Reed and Claude J. Weedman, eight years.

Also Leslie L. Crosswhite, Ernest P. Muncill, Harold A. Schaefer and Leonard E. Timmerman, seven years; Charles D. Clarkin and Dennis Da-

mon, six years; James L. Minkler and Vance Butler, five years; Stanley E. Southworth, Ron Cook Jr. and Warren Holden, four years.

Also Vern M. Barows, Roger M. Beacham, Donald W. Bucy, James V. Ettel, Donald L. Nissen, Robert K. Vanderburgh and David Verkamp, three years; Joshua Jorgenson, Theodore M. Vick and Kenneth D. Lingle, two years, and Donald Archer, one year.

Cash awards were given to seven foremen whose crews had no injuries or liability claims in 1965. They are Antonio Fernandez, G. W. Hotka, E. R. Koonce, E. J. Miller, B. D. Murray, Ralph Pitts and G. B. Teagarden.

No-injury records brought cash awards to Foremen M. G. Byrd, F. L. Jamie and W. W. Wallace.

Cash awards went to foremen A. H. Dillon, F. N. Perez, S. J. Rosch, V. H.

Stallings and T. H. Stone because their crews had no public liability or property damage accidents during the year.

Bruce Hazard, vice-president of the firms, presided at the awards dinner.

### Newspaper Bares Its Torment

"A lot of fervent social-justice talk was heard as the House Rules Committee on Wednesday approved the Administration bill to hike minimum wages for about 30 million workers from \$1.25 to \$1.60 an hour by Feb. 1, 1968.

"In these debates, though, the debaters usually overlook the basic question: Is every U.S. worker worth at least \$1.60 an hour?"

"The correct answer to that is: No; some are worth far less, just as some are worth far more.

"Hence, any minimum-wage law, social justice aside, puts a strain on the economy which must be offset somehow and cannot be laughed off or howled down."—New York DAILY NEWS, May 13, 1966.

### Attend Handicapped Conference

Two Philadelphia Teamsters were among the delegates from 50 states who attended a recent conference of the President's Committee on Employment of the Handicapped in Washington, D.C.

Teamster Local 929 President Maurice R. Schurr and Secretary-Treasurer William L. Greenberg were among those whose attendance made the conference the largest since the committee was named.

Addressing the conference were Vice President Hubert H. Humphrey and Secretary of Labor Willard Wirtz.

Schurr in addition to his local union duties is an International Union trustee.



"I want to report a big, ill-tempered garbage collector."



## For Safety

# Long-Time Steward Praised By Local Officer and Boss

Both the secretary-treasurer of his local union and his employer had nothing but praise recently for Harry



Teamster H. Erwin

Erwin, a member of Teamster Local 247 in Detroit, Mich., upon completion of his 34th year of driving without a chargeable accident.

George Strandoff, secretary-treasurer of Local 247, said Erwin was

presented an award for his outstanding record of safe commercial driving as an employee of the A. F. Posnik Co.

Strandoff gave still another honor to the Teamster, saying:

"For 33 years, practically from the time this local union was chartered, Brother Erwin has served his fellow employees at the Posnik Co., as steward for Teamster Local 247. For the past 23 years, he has been an elected trustee of this local.

"We feel Brother Erwin has been a valuable asset to our union. There are not many who can boast of such a fine record. We would therefore like to congratulate him and thank him publicly for the concern and interest he has shown in serving his local union over the many years."

C. F. Pettelle, vice president of the company, said in a letter to Erwin: "It's just plain amazing that a driver can operate for as many miles and for as many years as you have without a chargeable accident. In short, sir, you are an excellent driver and a great asset to your company."



"He's the world's foremost authority on wage guidelines."

## ● Md. Victories

Charles J. DiGuardo, secretary-treasurer of Teamster Local 570 in Baltimore, Md., said the local union recently won National Labor Relations Board representation elections by unanimous votes at two warehouses: Globemaster Co., where the employees voted 15 to 0 for Local 570, and W. T. Morris, a distributor for Montgomery Ward, where 52 workers voted without exception for Teamster representation.

## ● Sales Taxes

Nearly 95 per cent of the population—186 million of 196 million citizens—soon will be paying state sales taxes, according to Commerce Clearing House.

When Virginia's law becomes effective Sept. 1, sales taxes will be collected by 42 states and the District of Columbia. The only states not having such a tax are Alaska, Delaware, Minnesota, Montana, Nebraska, New Hampshire, Oregon and Vermont.

Commerce Clearing House said sales tax revenue increased to \$6.7 billion in fiscal 1965, an increase of more than 10 per cent over the previous 12-month period.

## Two Members Honored by Colorado Patrol

Two members of Teamster Local 961 in Denver were commended by the Colorado State Patrol recently for outstanding service to a motorist in distress.

Teamsters Lester Embree and Burl Hunter came upon the scene of a night-time accident a few miles east of Steamboat Springs, Colo. They immediately pulled their rig over and went to the assistance of a state patrolman on the scene.

Colorado Patrol Chief Gilbert R. Carrel, in a letter of commendation, wrote:

"The party in this accident had rolled his vehicle down a 300-foot steep, snow-covered embankment and was very seriously injured. To carry the injured party back up this steep embankment would have been an impossible task had it not been for the aid which these drivers rendered in directing traffic while other passers-by assisted the officer . . ."



**For  
Your**

# Information

## ● Million-a-Year Club

People with annual incomes of \$1 million or more are growing more numerous, according to reckoning by the Internal Revenue Service.

Individual tax returns for 1963 showed 371 taxpayers reported taxable income of more than \$1 million for that year, up from 355 the year before.

The IRS records showed also that individuals reporting taxable income for 1963 of \$10,000 or more increased 15 per cent to 8.1 million.

## ● Irish Bank Strike

Trade unionists of Irish extraction in the United States—including thousands of Teamsters—were interested in reading recently that 2,400 junior bank officials in Ireland went on strike for higher salaries.

Those in the Irish Republic sought a pay raise of 7 per cent, and those in Northern Ireland asked for an 11 per cent pay hike.

Senior staff members in the banks remained on duty behind locked doors, but were warned they would be dismissed if the dispute was not settled.

## ● Consumer Credit

Consumer installment credit increased \$649 million last March to a total of \$68.8 billion, according to the Federal Reserve Board.

Automobile and other consumer goods credit accounted for the major share of the expansion. Auto credit alone totaled \$22.2 billion.

Non-installment credit increased moderately during March to a total of \$18.2 billion due largely to charge accounts and single-payment loans.

## ● Right-Wing Attack

Right-wingers seem never to tire in their efforts to dominate the public education system all the way from the principals' offices right on down through the teachers and parents.

Latest flood of extremist material to go across the nation is a 26-page booklet purporting to show that classroom desegregation doesn't work. Some 400,000 of the booklets have been mailed, mostly to teachers and PTA's.

Directing the distribution is John Synon of Richmond, Va., a leader in the fight against the 1964 Civil Rights Act.

## ● Interest Going Up

It is expected that by the end of 1966, mortgage interest rates on new homes will go as high as 6.5 per cent, and in some cases as high as 8 per cent.

The forecast is based on the results of a survey conducted recently by the National League of Insured Savings Assns. Without a doubt, the survey discovered, 6.5 per cent on home loans is expected to be common by the end of the year.

Bankers answering the questions asked in the survey cited the tight money market throughout the country as the major cause of the higher rate structure and a reduced inflow of savings.

## ● Federal Fresh Air

A breath of fresh air wafted through U.S. government offices recently when the Civil Service Commission issued regulations giving federal employees in adverse action appeal cases the right to confront their accusers.

Under the new regulations, federal workers and their representatives will have the right to cross-examine any other federal employees whose allegations have resulted in the adverse action charges.

The ruling follows a recent Supreme Court decision which decided, in effect, that federal workers facing dismissal or suspension were entitled to know the identity of their accusers and to confront them.

## ● Income Tax Audits

Some 38,000 of individual income tax returns for 1965 are going to receive exhaustive examinations even though there is nothing suspicious or unusual about the returns.

The purpose of the check, say federal officials, is to establish a yardstick on how taxpayers are complying with the tax laws. A similar check was made on 94,000 returns for 1963, resulting in bitter complaints by taxpayers and their advisers.

Yet the Treasury Department insists that it must make the audits to create a proper guide for future auditing programs.

## ● Consumer Representation

Delegates from some 45 consumer groups attending an initial meeting composed of such organizations were aghast to learn that their members are not well represented on Capitol Hill in Washington, D.C.

Scores of speakers addressed the first Consumers Assembly of 300 delegates. Many, like Esther Peterson, special assistant to the President for consumer affairs, urged formation of a national federation of private organizations to promote the welfare of the American consumer.

Mrs. Peterson hit the nail on the head when she



said: "Virtually all special interests, except the consumer interest, are very well organized to exert their influence loudly and clearly in the nation's capital."

## ● Trucks Oust Camels

Camel caravans in Arabia are becoming a rare sight, according to *The National Observer*, as sheiks are switching to trucks to move their camps to new grazing grounds.

The change in transportation is but one of many in oil-rich Saudi Arabia where American-style television, sports cars, soft drinks, and other earmarks of Western civilization are taking root.

## ● Doctor Threat Pays

A handsome pay increase for physicians and dentists was announced by the government in Great Britain after the doctors threatened to go on strike for higher incomes under the National Health Service.

The new scale increases the average pay of the family doctor in the health service from \$8,400 to \$11,200 a year—placing many practitioners in the upper 10 per cent income bracket.

## ● Interstate Cost

The Interstate Highway System will cost about \$4 billion more in federal funds than the \$42 billion estimated last year by the U.S. Bureau of Public Roads.

Originally the federal cost of the 41,000-mile network had been estimated at \$25 billion. The estimate went up to \$37 billion in 1961, and last year was revised upward again.

Primary reason for the anticipated cost increase, according to Federal Highway Administrator Rex M. Whitton, is the rising cost of materials used in road building. Such costs have been increasing at a rate of 2.5 per cent annually since 1963, and further increases are expected.

## ● Teamster Organizing

Teamsters Union affiliates continued to lead the field in organizing during the month of March, taking part in a third of all National Labor Relations Board single-union elections.

NLRB statistics showed there were a total of 616 single-union ballots in March of which 195 were Teamster cases. Workers voted for Teamster representation in 111 elections—a winning percentage of 56.9.

Total new members gained in all single-union elections amounted to 16,630 of which 2,081 chose Teamster representation.

## ● Social Security Payments

The Social Security Administration paid out a record \$16.6 billion in benefits during fiscal 1965, an increase of \$788 million over the previous year.

Total income of the trust funds also set new high

records and ran about \$225 million more than expenditures, according to Robert M. Ball, Social Security administrator.

Ball said assets of the Old Age and Survivors Insurance Trust Fund totaled \$20.2 billion on June 30, 1965, while the Disability Insurance Trust Fund had assets of \$2 billion.

## ● Vacation Hint

Now that vacation time is around the bend, a lot of Teamsters and their families are looking forward to summertime tours—often including a drive through National Forests.

Campers and nature lovers can get a preview of where they're going with a forest map. Such maps, for every National Forest, are obtainable from Forest Service regional offices.

For the address of the regional office nearest you, write to: Forest Service, U.S. Department of Agriculture, Washington, D.C., 20250.

## ● \$736 Per Citizen

Federal spending for the fiscal year that began last July 1st will average \$736 for every U.S. citizen, according to the American Enterprise Institute for Public Policy Research.

While the sum represents a 16 per cent increase over the per capita spending for the previous fiscal year, nevertheless in relation to the expanding economy the total cash expenditures since 1960 have remained at constant levels of 19 to 20 per cent of the Gross National Product.

## ● Highway Litter Costly

Keep America Beautiful, a public service organization, estimates that cleaning up litter on public highways costs the country around \$100 million annually.

KAB says the cost alone for delittering streets, parks, beaches, etc., comes to about \$10 in state and local taxes for the average U.S. family.

The total litter bill for all aspects of keeping things clean, says KAB, is around \$1 billion annually in the U.S.

## ● Guideline Misfire

Labor costs overall have remained remarkably steady for about a year according to the Census Bureau's index. While materials have cost a little more, productivity has held about even.

As a result, corporations rewarded their investors with first-quarter dividends this year about 14 per cent higher than the same quarter of 1965, according to the Commerce Department.

## ● Farm Income Record

The Agriculture Department predicts that farm income this year is expected to top 1965's \$14.1 billion by at least \$1 billion—the highest since 1947-48.



# WHAT'S NEW?

## Road Safety Marker Resists Wind, Damage

A firm specializing in safety equipment is offering a new design in road markers that is highly resistant to wind and damage. So flexible you can tie it in a knot and it snaps right back, the marker comes in lightweight, space-saving units that store in a slim metal tube which fits in an optional rack. The nylon plasticloth pennant is fluorescent for long-range visibility, day or night.

## Expand Coverage of Replacement Parts

A major manufacturer has announced a greatly expanded line of automotive replacement parts. Among the newly-added product lines are ignition and electrical parts and accessories and undercar parts, such as ball joints, tie-rod ends, idler arms, U joints, bearings and wheel seals, and related items.

## Comfort and Durability In Ventilated Cushion

Especially designed for professional drivers is a new ventilated seat cushion whose suspension inner-structure is said to provide exceptionally good body support and wear resistance. Maximum durability is assured by extra-heavy fabric covering and triple-lock stitching.

## Additive Renews Engines In Passenger Cars

An oil additive recently introduced by a nation-wide distributor is said to prolong the life of tired engines in passenger cars. Naturally, a badly worn engine can be restored only by a complete overhaul, but early signs of wear can be treated with this additive added to the crankcase. Claims made for it include:

It increases and maintains oil vis-

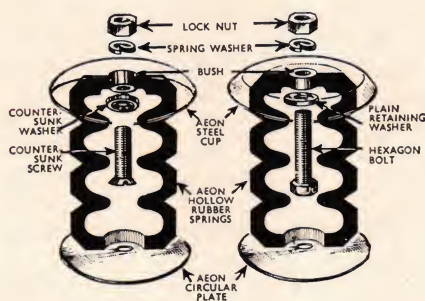
cosity and pressure at operating temperatures.

It seals gaps around worn rings, cylinder walls and valve guides to reduce blowby, increase compression and prevent fouled PCV valves.

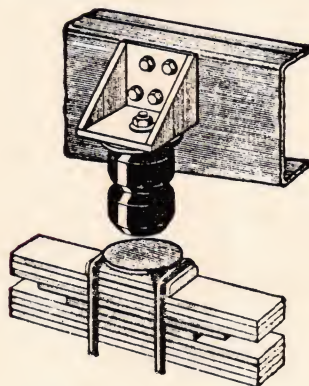
It reduces excessive oil burning and resulting exhaust smoke.

A special antiacid dispersant protects against effects of combustion-formed crankcase acid.

## Hollow Rubber Springs Provide Superior Ride



A line of hollow rubber springs for progressive and composite springing provides a superior all-round ride; reduced roll and pitch; damping characteristics for improved road holding; virtual elimination of crash through bumps; great improvement of cornering; prolonged life of steel springs; silent operation; and no static friction. All these advantages are cited, plus easy installation and no maintenance.



The design of the springs gives large deflections with gradually increasing spring rate by fully using the unique properties of rubber to comply with modern requirements for vehicle suspension. The springs have exceptional load carrying capacity simultaneously governing the deflection of the wheel in the smoothest possible manner. They enable a suspension to deal with the large variations between laden and unladen weights of the vehicle, main-

taining a very high standard of ride throughout this range of loads.

## Bond Metal Trim With Epoxy Adhesive

Currently being marketed is an air-curing, nonmetallic, white, epoxy adhesive that permits the easy and secure bonding of metal trim to vehicle bodies and interiors. A two-component system with 1:1 mixing ratio, the adhesive spreads easily with a spatula, sets in two hours and develops full strength in 12 to 24 hours.

## Replacements for Air And Hydraulic Cylinders

A cylinder replacement program just inaugurated makes it possible to receive hydraulic and air cylinders in more than 15,000 sizes shipped to users within 24 hours. Any combination of mountings is available, so long as no extra machining is required. Nonstandard rod extensions are furnished in 1-inch increments.

## Plastic Protectors Of Crankshaft Journal

Plastic protectors for crankshaft journals fit over the connecting rod bolts during the installation of connecting rod assemblies. They shield the bolt threads and cover small burrs to prevent accidental scoring or scratching of the crankshaft journal. They slide off easily once the bolts have been slipped in place past the journal surface.

*WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington, D. C. 20018*

*A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.*





# LAUGH LOAD

## Surprise Her!

"You shouldn't keep telling her that you're unworthy of her."

No? Why not?"

"Let it come to her as a surprise."

## Auto Know Better

"There now," said the big shot as he and the chorine he had just married came within sight of Niagara Falls. "Didn't I tell you that if you would marry me, you could look forward to the biggest cataract you'd ever seen?"

"Cataract?" she screamed. "I thought you said Cadillac!"

## Yumping Yiminy!

A wealthy contractor liked to know all about the employees in his vast business. One day he came upon a new young man who was counting out a large wad of the firm's cash into pay envelopes.

Contractor: Where did you get your financial training, young man?

Young man: Yale.

Contractor: Good, good! What's your name?

Young man: Yackson.

## Two Frontiers

A Frenchman, the guest of a German, asked how they distinguish an optimist and a pessimist in Germany.

"It's very simple," replied the German. "The optimists are learning English and the pessimists are learning Russian."

## Case of Convenience

After keeping his dinner warm in the oven for more than an hour, the wife phoned her husband's office.

Wife: Look, dear, as soon as you can get away, please call an ambulance with a good loud siren and get home in a hurry.

Husband: Don't be ridiculous! I can make almost as good time in my own car.

Wife: Possibly, but the advantage of the ambulance is that you can have it wait for you in front of our house.

## Turnabout

Steno: What's the matter with that guy?

File clerk: He is complaining to his wife that his secretary doesn't understand him.

## Some Surprise

Fortune teller—You seem to be in a financial reverse.

Client—Thank heavens! If my finances don't reverse pretty soon I'll starve.

## Clothes Are Costly

"I suppose, like many other husbands, you can't say what your wife pays for her hats and dresses."

"Oh, yes. I can—too much."

"But, joking aside, have you ever stopped to figure out how much your wife's clothes cost you?"

"It isn't necessary. I simply add my income to what I owe."

## Real Bad Luck

Wife: "Do you have a good memory for faces?"

Husband (proudly): "Sure I have."

Wife: "That's good. I just broke your shaving mirror."

## Capital Idea

"Why is it important not to lose your head in an attack?" asked the sergeant. And the recruit answered: "Because it wouldn't leave no place to put your helmet."

## E-Motion Pictures

The operator of the local drive-in movie reported he showed the worst picture of the decade last week, but his customers loved every minute of it.

## Not Always True

A law school professor was puzzled about the mark he should give the student who wrote about wills:

"A will is a written document in which a person tells how he wants his property divided among his errors."

## The Bare Facts

How can women be provoked  
At gentlemen who stare?

They choose to be provocative,  
Else why are they that bare?

## Difference of Ages

Teacher: "How old would a person born in 1797 be today?"

Freight Loader's Son: "Man or woman?"

## Poor Judge!

First woman—Her husband was a judge, wasn't he?

Second woman—Everyone thought so until he married her.

## Bet on the Bay

A little old lady walked up to the Beatnik Bus Dispatcher and asked: "Crosstown buses run all night?" He snapped his fingers and replied: "Doo-dah, Doo-dah."

## Then the Deluge!

The fleet operator's wife called her husband's office and said to his secretary "I'm at the airport and am flying to Miami. Tell Mr. Jones that I forgot to turn off his electric blanket."

Secretary: "Yes, I'll tell him. Who shall I say called?"

## Personal Touch

Going to his lawyer to collect the fire insurance settlement on his store, the merchant was surprised at how much the attorney was keeping for his fee.

"The case has been in litigation a long time," the attorney explained. "I've earned it."

"For Pete's sake," muttered the client, "you'd think you started the fire."



# FIFTY YEARS AGO

## in Our Magazine



Vol. XIII

(From the June, 1916, issue of the TEAMSTER)

Number 6

## INDUSTRIAL RELATIONS COMMISSION REPORT WILL BE MADE AVAILABLE TO THE PUBLIC

### *Sources of Industrial Unrest Are Laid Bare*

The results of the most widespread searching and fearless investigation of economic and industrial conditions that was ever undertaken and successfully prosecuted in this country are now made available to the public.

The final report of the United States Commission on Industrial Relations will soon be ready for distribution as soon as they can come from the public printer.

The conclusions and proved findings of the commission forced recognition by Congress and now have the sanction, if not the specific endorsement, of the national lawmaking body—a sanction or approval given in response to the unparalleled expression of popular confirmation of the commission's findings and of the recommendations of the commission contained in its main report. Some of these proved conclusions are:

That the sources from which industrial unrest springs are:

1. Unjust distribution of wealth and income.
2. Unemployment and denial of an opportunity to earn a living.
3. Denial of justice in the creation, in the adjudication and in the administration of the law.
4. Denial of the right and opportunity to form effective organizations.

The printing of the testimony as well as of the report will place in every workingman's library and every library of social and economic students the facts to prove that "vast numbers of the nation's workers receive wages too low to maintain a decent existence for themselves and their families; that the economic power of the employers in industries where the wage earners are unorganized either has made them political and social dictators as well as industrial dictators, or has left the workers with a political freedom of little immediate value and in glaring contrast with their economic subserviency; and finally that only through organization among themselves and with their own leaders can the wage earners rescue not only themselves but the community from a situation that is repugnant to and subversive of American ideals."

## Scandal 400 Times Faster Than Truth

Scandal travels 1,000 yards a second, according to Professor Benjamin Snow of the University of Wisconsin, who bases his calculations on observations around the university, but which might be applied to other localities.

Flattery has the second greatest speed, according to

the professor, traveling from 400 to 500 yards in the same time. Truth, however, he declared, was slowest of all, moving only about 2½ yards per second.

He said his computations were based on the speed of the sound of an alarm clock, which is zero.

## Prices Reach Record High

On April 1 this year the highest point in the history of the nation in commodity prices was reached; that is, the highest prices on the necessities of life was reached in accordance with Bradstreet's Index. During the month of February fifty-two commodities consumed in the average American home increased in price greater than ever before in the history of the nation, including the period of the secession of the southern States from '61 to '65. Even during this period prices never reached such a point as they have reached at the present time. Then, the joke of the matter is this, that when we ask for a little more money employers sometimes refuse to consider our request.

## Workers Needed In Three States

As the season advances the demand for help in nearly every line of industry is increasing throughout Pennsylvania, West Virginia and Delaware, according to United States government officials in charge of what is officially known as zone three of the Federal Employment Service, which is composed of the above-named States, and whose offices are located at 135 South Second street, Philadelphia, Pa., with a sub-branch in the Berger Building, Pittsburgh, Pa.

Opportunities for labor, both skilled and unskilled, including farm help and domestics, are becoming so numerous that at times they exceed the number of applicants, and it is therefore unnecessary for anyone really desiring work in these lines to be without employment.

## *New York Local Shows Big Gain*

The Milk Wagon Drivers in New York City are organizing faster than anyone can realize. Within the last month almost 1,200 members have been taken into the local union, No. 584. There are 5,500 drivers and chauffeurs engaged in the distribution of milk in Greater New York. The local has a long road to travel before it has a majority of the men in its organization, but as it looks now the union is on the road to complete success in building up one of the largest unions affiliated with the International organization.

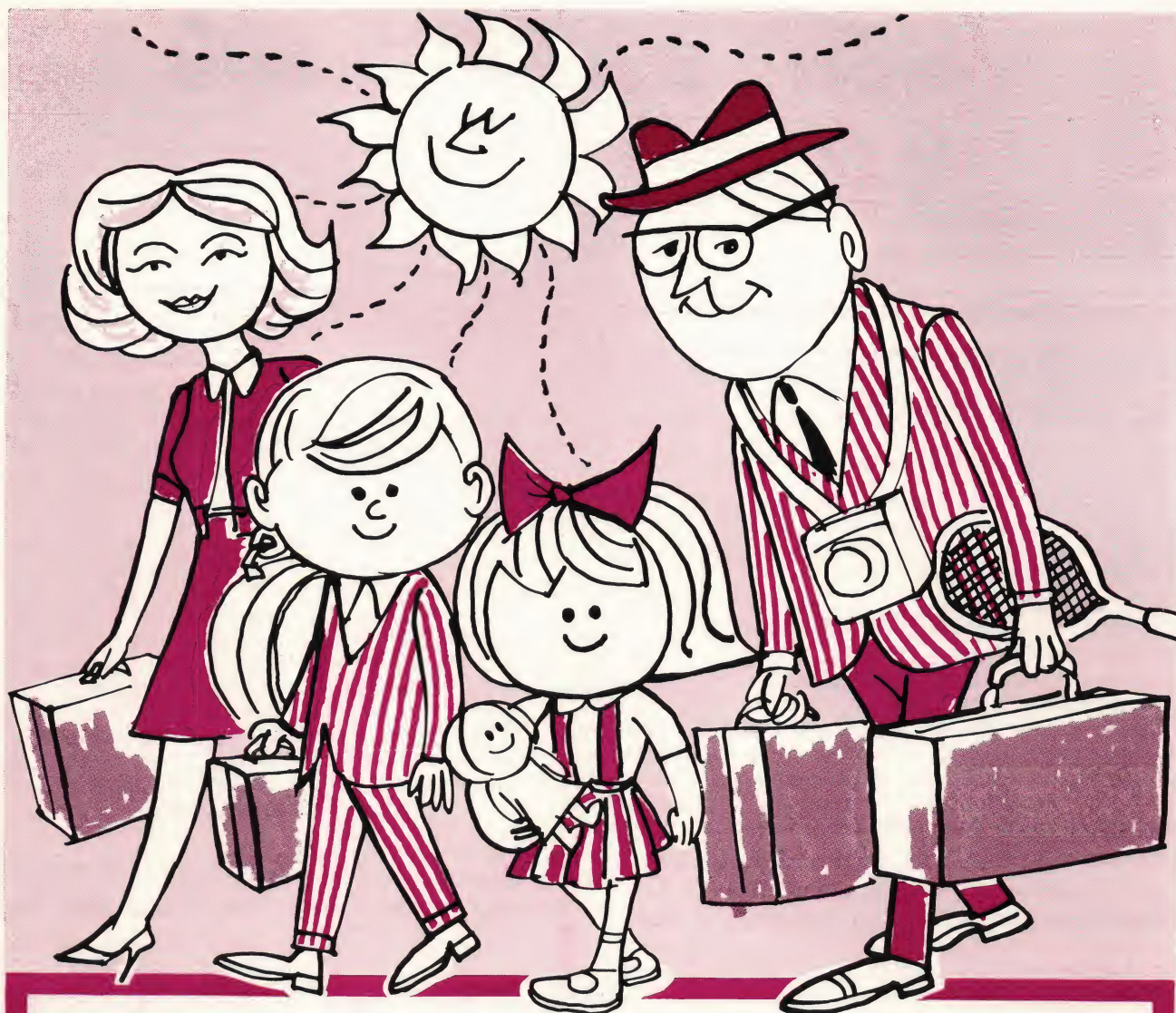
## Chicago Members Win Vacation Pay

The Milk Wagon Drivers of Chicago, Local Union No. 753, opened up their wage scale on April 1 and, after negotiating with their employers for a few days, were successful in obtaining a general increase in wages of \$2.00 per week for their 2,800 members, making the guarantee now for drivers on routes \$21.00 a week with two weeks' vacation in the summer with full day.

## IBT Over 60,000 Mark

We are still climbing higher and higher in membership. Slowly but surely we are gaining. Last month we reached the highest point insofar as per capita tax is concerned for any one month since the organization was founded. In the month of April we received per capita tax on 62,144 members, and for the same month we sold from the International Office five thousand initiation stamps. Of course the membership for last month may be a little inflated, or it may be above normal, but this is the exact membership.





**SCHOOL'S OUT**

*It's Vacation Time...*

take **SAFETY** with you!